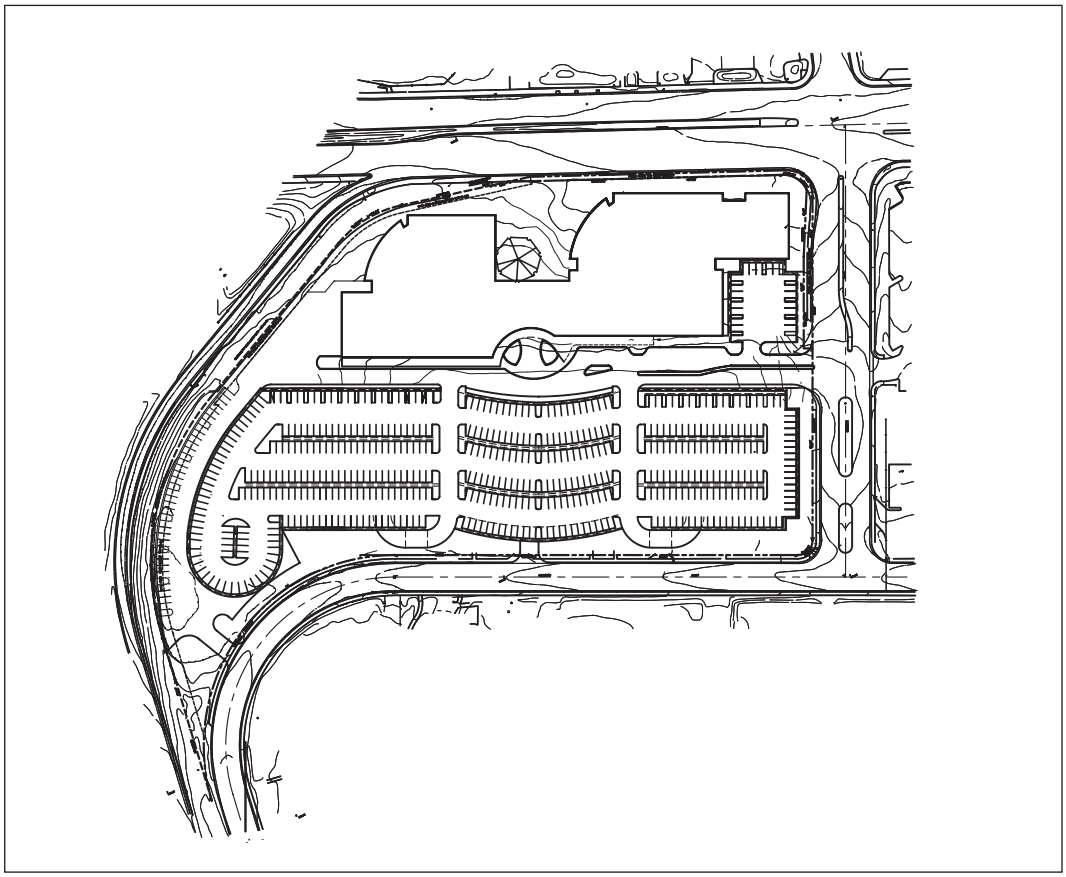

Palo Alto Medical Foundation (PAMF)

Draft
Environmental Impact Report

SCH #2004042075

Lead Agency
City of Mountain View

JUNE 25, 2004

IMPACT SCIENCES INC

State Clearinghouse #2004042075

Draft
Environmental Impact Report

PALO ALTO MEDICAL FOUNDATION (PAMF)
Mountain View, California

June 25, 2004

Prepared by

Impact Sciences

Prepared for

City of Mountain View

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APPENDICES[1]

1 The numbering of the appendices corresponds to the applicable chapter number.

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1.0 INTRODUCTION

A. PURPOSE

This introduction provides information on the environmental review process being conducted by the City of Mountain View for the proposed project in conformance with the California Environmental Quality Act (CEQA). This information is provided to assist the reader in understanding the planning and regulatory context in which the proposed project is being reviewed.

B. OVERVIEW OF THE PROJECT

The project site is located in the southeastern part of the City of Mountain View, to the southeast of the interchange of El Camino Real and State Route 85 (SR 85). The proposed project includes a three-story, approximately 250,000-gross-square-foot (gsf) building, on-site above- and below-ground parking (i.e., a two-level parking deck), an access road, and landscaping. Further details are presented in **Section 3.0, Project Description.**

C. ENVIRONMENTAL REVIEW PROCESS

Pursuant to *CEQA Guidelines §15063*, the City prepared an Initial Study, which concluded that the proposed project could result in potentially significant environmental impacts, and an environmental impact report would be required. The City conducted a scoping meeting on January 5, 2004 and circulated a Notice of Preparation (NOP) of an EIR for the proposed project to the State Clearinghouse and interested agencies and persons on April 9, 2004.

Based on a review of the project file and comments received at the scoping meeting and in response to the NOP, it was determined that the EIR shall analyze the following (general) topics:

- Air Quality
- Transportation and Circulation

These topics are discussed in **Sections 4.1** and **4.2** of the EIR.

The Draft EIR is being circulated for a 45-day public review period, as required by CEQA. During this review period, written comments concerning the adequacy of the document may be submitted by all interested public agencies and private parties to the following agency:

City of Mountain View
Community Development Department
ATTN: Mary Fulford
500 Castro Street
Mountain View, California 94041

After the 45-day public review period has ended, the City (Lead Agency) will prepare written responses to all comments received on the Draft EIR. These responses will be incorporated into the Final EIR. The Final EIR will be available for public review for at least 10 days prior to certification, in accordance with City of Mountain View CEQA procedures. The Final EIR will be reviewed and considered and must be certified prior to any actions on the proposed project application.

D. FORMAT AND CONTENT OF EIR

This section provides a description of the organization of the EIR and the contents of each section, to assist the reader in using this EIR as a source of information about the proposed project and its potential effects on the environment. The sections following this introduction are organized as follows:

Section 2.0, Executive Summary, includes a description of the proposed project, a description of project alternatives, a summary of the impacts and mitigation measures identified in the EIR and a discussion of issues to be resolved.

Section 3.0, Project Description, presents a detailed description of the proposed Palo Alto Medical Foundation project. The topics addressed in this section include project location; land use designation; project site zoning district; a description of the site plan and the proposed site access, circulation and parking; project sponsor objectives; and a description of each of the discretionary approvals sought for the project.

Section 4.0, Existing Conditions, Project Impacts, and Mitigation Measures, contains the analysis of each of the environmental topics addressed in this EIR. Each topic is addressed in a separate sub-section organized as follows: introduction; environmental setting; project impacts and mitigation measures; and cumulative impacts.

Section 5.0, Unavoidable Significant Impacts, summarizes the conclusions of **Section 4.0** regarding those impacts that cannot be mitigated to a less-than-significant level.

Section 6.0, Alternatives, provides an analysis of the alternatives to the proposed project. As required by the CEQA *Guidelines*, a discussion of the reasons for selecting the alternatives analyzed in this section is provided, along with a comparative analysis of each alternative with the project and

identification of the "environmentally superior" alternative.

Section 7.0, Effects Found to be Less than Significant, includes a discussion of impacts found not to be significant and not discussed in **Section 4.0**, along with substantiation for this conclusion from project information, technical reports, and agency consultations.

Section 8.0, Growth Inducement, discusses the ways in which the proposed project could remove an impediment to growth, foster economic expansion or growth in the area, establish a precedent-setting action, or represent isolated development or encroachment in an isolated or adjacent area of open space.

Section 9.0, Significant Irreversible Environmental Changes, addresses the potential use of nonrenewable resources during the project and project features that would commit future generations to significant changes.

Section 10.0, List of EIR Preparers and Organizations and Persons Consulted, provides a list of all persons contacted during preparation of this EIR and a list of the preparers of the EIR.

Section 11.0, References, lists all documents used as a basis of information for this EIR.

Appendices to this EIR include the pollutant emissions calculations and the traffic study used in the analysis contained in this EIR.

2.0 EXECUTIVE SUMMARY

A. PURPOSE

It is the intent of the Executive Summary to provide the reader with a clear and simple description of the proposed project and its potential environmental impacts. Section 15123 of the CEQA Guidelines requires that the summary identify each significant effect, and recommended mitigation measures and alternatives that would minimize or avoid potential significant impacts. The summary is also required to identify areas of controversy known to the lead agency, including issues raised by agencies and the public, and issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects. This section focuses on the major areas of the proposed project that are important to decision-makers and utilizes non-technical language to promote understanding.

B. PROJECT OVERVIEW

The project site is located in the southeastern part of the City of Mountain View, to the southeast of the interchange of El Camino Real and State Route 85 (SR 85). The site covers approximately 9.66 acres and is generally bounded by SR 85 to the west, El Camino Real to the north, The Americana to the east, and Continental Circle to the south. Access to the site is currently provided via driveways on The Americana and Continental Circle. The project site is currently occupied by a vacant department store building (formerly the Emporium) and parking area and has been unused except for car storage for approximately eight to nine years and contains 148 trees of varying size and species. The site gently slopes upward from El Camino Real to Continental Circle. Adjacent land uses include a 4.5-acre neighborhood shopping area to the east and an 18.6-acre multiple-family residential area to the south. The proposed project includes a three-story, approximately 250,000-gross-square-foot (gsf) medical building, on-site above- and below-ground parking (i.e., a two-level parking deck), an access road, and landscaping. The medical facility would house several uses and services, including offices and exam rooms for primary care and specialty physicians, an urgent care center, an outpatient surgery center, a pharmacy, a laboratory, and radiology services. The facility would employ approximately 100 physicians and 310 nurses, technicians, and staff. The project applicant is requesting an amendment to the Americana Center Precise Plan (which governs allowed land uses and development standards on the site), an amendment to the *General Plan*, and a Planned Community Permit.

Please refer to **Section 3.0, Project Description** and **Section 4.0 Existing Conditions, Project Impacts, and Mitigation Measures**, for additional details regarding existing site conditions and land uses in the vicinity of the project site.

C. TOPICS OF KNOWN CONCERN

The two environmental factors addressed in this EIR listed by general category are Air Quality and Transportation and Circulation.

D. IMPACTS, MITIGATION MEASURES, AND UNAVOIDABLE ADVERSE IMPACTS

This EIR assesses each significant impact that could result from implementation of the proposed project. In accordance with CEQA, a summary of the project's significant impacts is provided in **Table 2.0-1, Summary of Project Impacts** (presented at the end of this section). Also provided in the table is a list of the mitigation measures identified to address the significant impacts, as well as a determination of the level of significance of the impact after implementation of the mitigation measures.

E. ALTERNATIVES

The EIR discusses alternatives to the project, including the No Project Alternative and a Mixed-Use Development Alternative. Other project alternatives considered but rejected include Reduced Density Alternatives, an Alternate Site Plan Alternative, a Mixed-Use Alternative, and alternatives considered by the applicant. All of the alternatives examined in this section focus on reducing impacts associated with air quality and transportation and circulation as compared to the proposed project. Based on the analysis presented in this EIR, it was determined that the Mixed-Use Development Alternative would result in the most substantial reduction in impacts overall when compared to the proposed project.

F. ISSUES TO BE RESOLVED/AREAS OF CONTROVERSY

Concerns raised at the scoping meeting include the issues listed below. Issues that are relevant to the project and CEQA are analyzed in **Sections 4.1** through **4.2** of the EIR.

- exposure to air pollutants and noise generated from traffic on El Camino Real and SR 85;
- traffic;
- land use; and
- construction impacts.

TABLE 2.0-1
Summary of Project Impacts

Impacts	Mitigation Measures	Level of Significance after Mitigation
AIR QUALITY		
Air Quality-1: Construction Emissions		
During the construction phase of development of the proposed project, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use would generate emissions. In addition to construction vehicle emissions, fugitive dust would also be generated during grading and construction activities. Although much of this airborne dust would settle out on or near the project site, smaller particles would remain in the atmosphere, increasing existing particulate levels within the surrounding area. Although the project's construction-related emissions would be temporary in duration, without the implementation of dust control measures, impacts related to construction emissions would be significant.	**AQ-1:** The applicant shall require the construction contractor to implement a dust control program. The program shall be applied to all construction activities involving grading, excavation, use of unpaved areas for staging, extensive hauling of materials, or building demolition. The dust control program shall include the following measures from Table 2 of the *BAAQMD CEQA Guidelines* as applicable and feasible: **Basic Control Measures (for all construction sites)** • Water all active construction areas at least twice daily. • Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard. • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. • Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. • Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets. **Enhanced Control Measures (for individual or combined construction sites of larger than four acres)** • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).	Less than significant

TABLE 2.0-1
Summary of Project Impacts

Impacts	Mitigation Measures	Level of Significance after Mitigation
(continued)	• Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.). • Limit traffic speeds on unpaved roads to 15 miles per hour (mph). • Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replant vegetation in disturbed areas as quickly as possible. **Optional Measures (strongly encouraged at construction sites that are large in area, located near sensitive receptors, or which for any other reason may warrant additional emissions reductions)** • Install wheel washers for all existing trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. • Install windbreaks, or plant trees/vegetative windbreaks at the windward side(s) of construction areas. • Suspend excavation and grading activity when sustained winds exceed 25 mph. • Limit the area subject to excavation, grading, and other construction activity at any one time.	

TABLE 2.0-1
Summary of Project Impacts

Impacts	Mitigation Measures	Level of Significance after Mitigation
Air Quality-2: Daily Operational Emissions		
Operational emissions associated with the proposed project would exceed BAAQMD-recommended thresholds for NO_x.	**AQ-2:** The applicant shall implement the following measures (selected from Table 15 of the *BAAQMD CEQA Guidelines* for their likely feasibility) in order to reduce operational emissions related to vehicles traveling to and from the site (the BAAQMD rates each measure's potential effectiveness in reducing vehicle emissions; these rates are noted following each measure): • A carpool/vanpool program including carpool ridematching for employees, assistance with vanpool formation, and provision of vanpool vehicles. (1 to 4 percent of work trips); • Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. (0.5 to 2 percent of all trips); • Provide shuttle service to transit stations/multimodal centers (i.e. Caltrain station) (1 to 2 percent of work trips); • Provide preferential parking (i.e., near building entrances, sheltered areas) for carpool and vanpool vehicles (0.5 to 1.5 percent of work trips).	Significant and unavoidable
Air Quality-6: Cumulative Impacts		
Since the proposed project would exceed the BAAQMD-recommended operational emissions thresholds for individual projects, the cumulative air quality impacts would also be considered significant.	The developer shall implement **Measure AQ-2**. No additional mitigation measures beyond those prescribed for the proposed project have been identified.	Significant and unavoidable

TABLE 2.0-1
Summary of Project Impacts

Impacts	Mitigation Measures	Level of Significance after Mitigation
TRANSPORTATION AND CIRCULATION		
Traffic-3: Freeway Impacts		
The freeway segment analyses indicate that the proposed project would have a significant impact on eight freeway segments (because it would add traffic equaling more than one percent of the roadway capacity to segments currently operating at LOS F).	Mitigating the impact to the segments of SR 85 and SR 237 would require physical improvements to those roadways. Such improvements are within the authority of Caltrans and the VTA, and are not within the City or applicant's ability to implement. The VTA has proposed a draft program of improvements to SR 237, but has not approved any improvements to date. There are no approved, funded improvements identified for SR 85. **Traffic-3:** According to the CMP TIA guidelines, if a project causes a transportation impact that cannot be reduced to a less-than-significant level, the Lead Agency (the City of Mountain View) must implement, or require the project's sponsor to implement, the following "Countywide Deficiency Plan Immediate Actions List" as part of the project's approval: **A. Bicycle and Pedestrian Actions** A.2 Bike Lockers, Racks, and Facilities at Transit Centers A-3 Improve Roadside Bicycle Facilities A-4 Improve Pedestrian Facilities **B. Public Transit** B-3 Shuttle B-8 Bus Stop Improvements **C. Carpooling, Bus Pooling, Van Pooling, Taxi Pooling** **D. High Occupancy Vehicle Facilities**	Significant

TABLE 2.0-1
Summary of Project Impacts

Impacts	Mitigation Measures	Level of Significance after Mitigation
(continued)	**E. Transportation Demand Management (TDM) Programs** E-2 Public Information Programs **F. Traffic Flow Improvements** F-2 Peak Hour Parking and Delivery Restrictions F-3 Traffic Signal Timing and Synchronization Program F-4 Traffic Flow Improvements in Urban Areas **G. Site Design Guidelines for New Development** G-1 HOV Parking Preference Program G-2 Bike Facilities at Development Projects G-3 Building Orientation Placement at Employment Sites G-4 Pedestrian Circulation System G-6 Shuttle Service (New Development) G-7 Transit Stop Improvements **H. Land Use Program**	

3.0 PROJECT DESCRIPTION

A. PURPOSE

The purpose of the Project Description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision-makers. CEQA Guidelines Section 15124 requires that a complete project description contain the following information: (1) a statement of objectives sought by the proposed project (the underlying purpose should be included); (2) the precise location and boundaries of the proposed project shown on a detailed map; (3) a general description of the project's technical, economic, and environmental characteristics; and (4) a statement briefly describing the intended uses of the EIR, including a list of the agencies that are expected to use the EIR in their decision making, a list of the permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements from federal, state, or local laws, regulations, or policies. According to the CEQA Guidelines, an adequate project description need not be exhaustive, but should supply the details necessary for project evaluation.

B. PROJECT OBJECTIVES

The objectives of the project include the following:

- Expansion of health care services in the City of Mountain View;
- Creation of a state-of-the-art medical facility providing out-patient services;
- To provide patients with a broad range of health services in one location;
- To provide a comprehensive range of primary and specialty physician services, an out-patient Surgi-Center, an Urgent Care Center, diagnostic radiology and laboratory departments, a pharmacy, and conference rooms for health education and community workshops; and
- To employ approximately 100 physicians and 310 nurses, technicians, and staff.

C. PROJECT LOCATION AND SETTING

As shown on **Figure 3.0-1, Project Location,** the project site is southeast of the interchange of El Camino Real and State Route 85 (SR 85) in the southeastern part of the City of Mountain View. The City of Mountain View is located in the northwestern portion of Santa Clara County and is surrounded by the San Francisco Bay to the north; Palo Alto to the northwest; Los Altos to the west, southwest and south; and Sunnyvale to the east.

The site is located within the Americana Center Planned Community District, which covers an approximately 32-acre area and is bounded by El Camino Real, Dale Avenue, SR 85, and Continental

Circle.[1] Allowed land uses and development standards for this district are governed by the Americana Center Precise Plan (the Precise Plan), which is divided into three sub-areas (Areas A, B, and C). The project site encompasses all of Area C, which is generally bounded by SR 85 to the west, El Camino Real to the north, The Americana to the east, and Continental Circle to the south. The site consists of two parcels (Assessor's Parcel Numbers [APNs] 198-01-001 and 198-01-002) covering approximately 9.66 acres. Parcel 1 fronts on SR 85 and El Camino Real and is approximately 2.86 acres in size. Parcel 2 fronts on El Camino Real as well as The Americana and Continental Circle and is approximately 6.80 acres in size. Access to the site is currently provided via driveways on The Americana and Continental Circle.

The project site is currently occupied by a vacant department store building (formerly the Emporium) and parking area and has been unused except for car storage for approximately eight to nine years. The site gently slopes upward from El Camino Real from approximately 135 feet above mean sea level (msl) to approximately 145 feet above msl at Continental Circle. The site contains 148 trees of varying size and species found throughout the parking area, around the perimeter of the existing building and edge of the site, and within a grove along El Camino Real. Twenty-nine of the trees on the site meet the criteria of a Heritage Tree as defined by the City of Mountain View (City of Mountain View City Code Chapter 32, Article II, Section 32.23). Of the 29 Heritage Trees, 13 are within the grove along El Camino Real, 9 are adjacent to the public street and utility easement along El Camino Real, 3 are adjacent to the utility easement along SR 85, and 4 are just west of the existing building. Of all the Heritage Trees, only one (located in the grove) is a poor specimen. All other Heritage Trees on the site are fair, fine, or exceptional specimens.

Adjacent land uses include the two remaining sub-areas of the Precise Plan – Areas A and B. Area A, to the east of Area C, is a 4.5-acre neighborhood shopping area fronting on El Camino Real between Dale Avenue and The Americana. Area B is an 18.6-acre multiple-family residential area south of Areas A and C and is bounded by Dale Avenue, Continental Circle, and SR 85. Areas A and B are fully developed within the parameters of the Precise Plan.

Within Area C, the Precise Plan currently allows hotels, restaurants, and offices as permitted uses, and mixed hotel/office/retail, residential/office/retail, health clubs, and certain other retail uses as provisional uses. The maximum allowed floor areas vary by use; the maximum floor area ratio (FAR) is 0.60 for hotel, 0.50 for office, 0.35 for retail, 0.65 for mixed commercial use, and 1.15 for mixed residential and commercial use.

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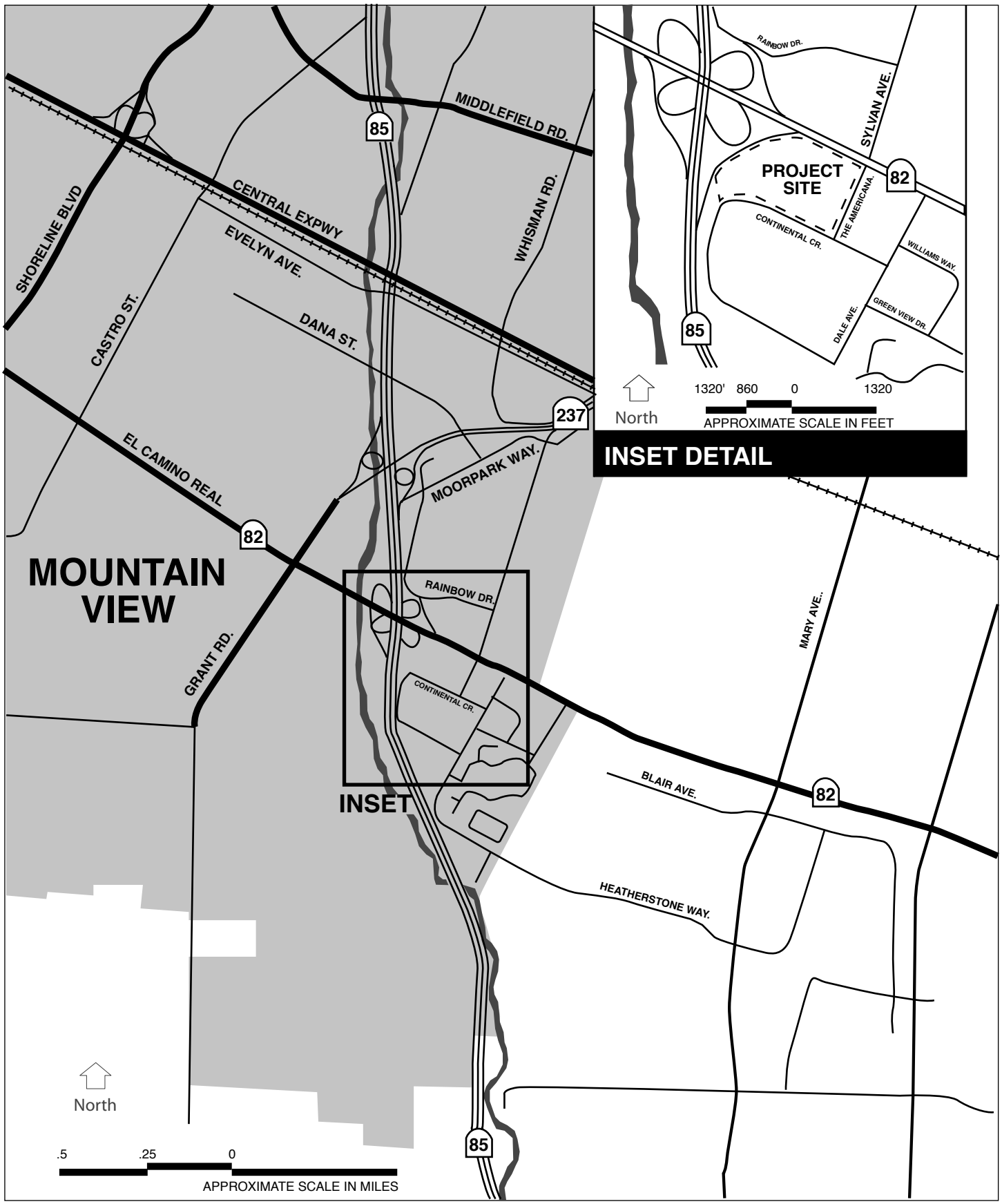
1 The Precise Plan provides general guidelines for future development and improvements in the area.



SOURCE: Impact Sciences

FIGURE **3.0-1**

Project Location

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The *General Plan* land use designation for the site is "Regional Commercial," which is defined as "businesses supplying comparison goods and specialty items that need a broad commercial base."

D. PROJECT CHARACTERISTICS

The Palo Alto Medical Foundation (PAMF) is requesting an amendment to the Mountain View *General Plan* and Precise Plan (and other approvals) to permit medical office use in Area C and to allow a total of 250,000 gross square feet (gsf) (an FAR of approximately 0.60).

The general components of the proposed project include the following:

- A three-story, approximately 250,000-gsf building;
- On-site above- and below-ground parking (a two-level parking deck);
- An access road; and
- Landscaping.

PAMF has not submitted a specific development proposal to the City at this time. The project characteristics described in this section are based on input from the project design team and the characteristics of comparable medical facilities elsewhere. These characteristics were used in the impacts analysis in this EIR. Should the specific development proposal differ substantially from the project described in this section, supplemental environmental review might be required.

D1. Building Design

The proposed project includes an approximately 250,000-gsf, three-story medical building, fronting on El Camino Real (refer to **Figure 3.0-2a**, **Preliminary Site Plan – Upper Deck** and **Figure 3.0-2b, Preliminary Site Plan – Lower Deck**). The ground floor of the building would be developed by excavating into the existing grade, which slopes up and away from El Camino Real. The building would appear as a three-story building from El Camino Real and as a two-story building from Continental Circle. The building would have a generally rectangular shape, which would accommodate a repeating pattern of interior modules (the organizational concept for the proposed uses). The floors would range from approximately 72,000 square feet (sf) to 92,000 sf of space with a floor-to-floor height ranging from 13 feet to 16 feet. The general height of the building along El Camino Real would be 55 feet above grade with a small central portion of the building extending up to approximately 70 feet above grade. Due to grade changes on the site, the building would be approximately 45 feet above grade at the south side of the building relative to Continental Circle. These heights do not include the roof-mounted equipment.

The applicant intends that adequate articulation of the building façade be created to provide appropriate scale. Windows would be sized to provide adequate natural light for both office and waiting areas. Most of the mechanical equipment would be placed on the roof and screened, with the emergency generator screened on the west side of the building. The existing grove of trees on the project site near El Camino Real would be incorporated into a proposed courtyard.

The proposed project would incorporate the following coverage, landscape, and setback standards into the design of the project:[2]

- Forty percent maximum building coverage (in conformance with the Precise Plan);
- A minimum of 25 percent of the net site area should be used for landscaping (in conformance with the Precise Plan);
- Northwestern corner of the building would be setback 10 feet from SR 85, regardless of building height (this setback would require an amendment to the Precise Plan); all other portions of the building fronting SR 85 would be setback a minimum of 20 feet (in conformance with the Precise Plan);
- The building would be setback 25 feet from El Camino Real (would require an amendment to the Precise Plan);
- The building would be setback 15 feet from The Americana, regardless of building height (would require an amendment to the Precise Plan); and
- The parking structure would be setback 5 to 35 feet from Continental Circle (would require an amendment to the Precise Plan).

The project includes a sound wall, approximately 6 to 8 feet in height that runs the length of the westerly property line adjacent to the loading area. The purpose of the wall is to minimize outdoor noise levels on the site.

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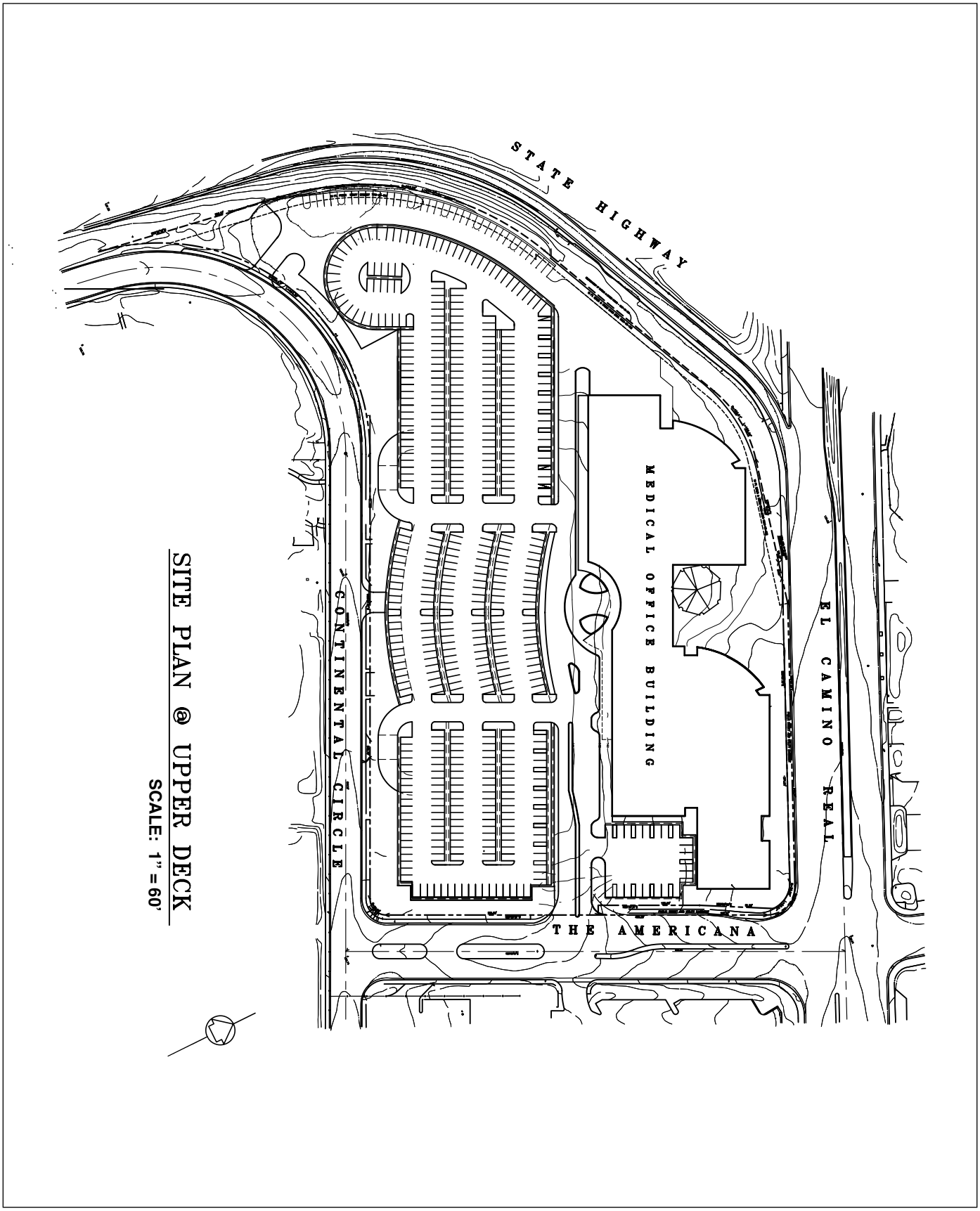
2 Some of the coverage, landscape, and setback standards that have been incorporated into the project design are in conformance with the Precise Plan, and some would require an amendment to the Precise Plan. This is noted in the text. Refer to Subsection F. Approvals Requested, for a list of all requested approvals, including amendments to the Precise Plan.



SOURCE: Hawley Peterson & Snyder Architects

FIGURE **3.0-2a**

Preliminary Site Plan - Upper Deck

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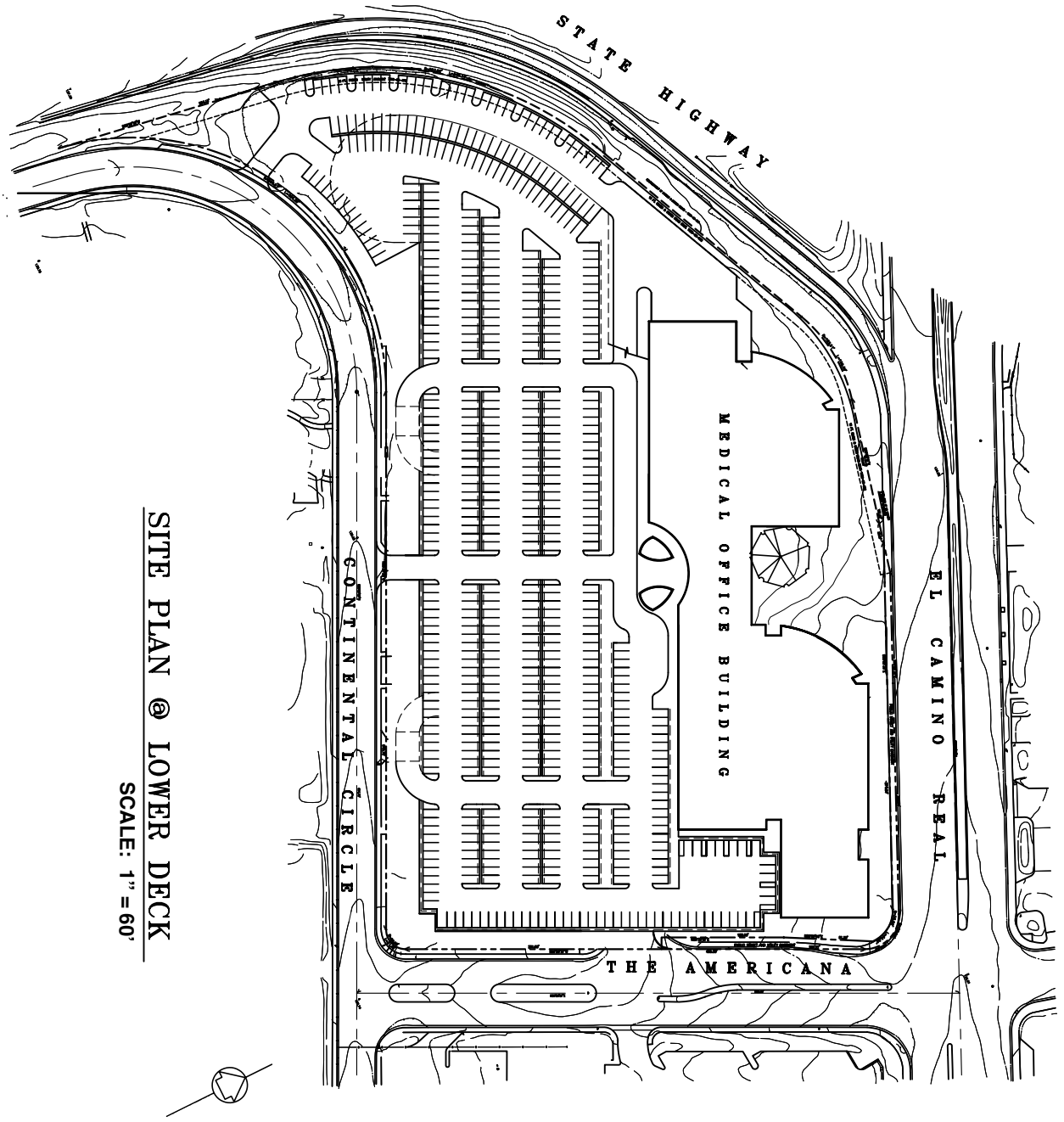

SOURCE: Hawley Peterson & Snyder Architects

FIGURE **3.0-2b**

Preliminary Site Plan - Lower Deck

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D2. USES, SERVICES, AND OPERATION

The proposed medical facility would house several uses and services, including, but not limited to the following:

- Offices and exam rooms for primary care physicians and specialty physicians;
- Urgent Care Center;
- Outpatient Surgery Center;
- Pharmacy;
- Laboratory;
- Diagnostic Radiology Services - including magnetic resonance imaging (MRI), computed tomography (CT) and general radiology, including mammography;
- Administrative offices;
- Conference Center, consisting of several small rooms that could open into one larger room; and
- Food service.

The facility would not include any inpatient services. A breakdown of the specific uses on each floor is shown in **Table 3.0-1, Conceptual Uses**.

The hours of normal operation for departments other than Urgent Care, Laboratory, and Radiology would be from 7:00 a.m. to 6:00 p.m., Monday through Friday, and on Saturdays from 9:00 a.m. to 12:00 p.m. Urgent Care would operate from 8:00 a.m. to 9:00 p.m., Monday through Friday, and on weekends and holidays from 8:00 a.m. to 8:00 p.m. (Urgent Care would be open every day of the year.) Laboratory and Radiology would operate on schedules to support Urgent Care and other department operations. MRI would typically operate from 6:00 a.m. until 10:00 p.m.

The Conference Center would operate during the daytime and evening, with classes offered in the evenings and on the weekends. As many as two to three classes would be offered in the evenings, with classes ending by 9:00 p.m. Evening classes would normally consist of 10 to 20 people and would include health education classes. Weekend events would likely include all-day Lamaze classes, stress reduction workshops, or educational seminars. These events would have between 15 and 20 participants and run from morning to early evening.

Table 3.0-1
Conceptual Uses

Lower Level – First Floor

West		Middle		East		Total/Floor
Central Processing	2,792 sf	Lobby	3,129 sf	Orthopedics	12,551 sf	
Surgical Center	17,429 sf	General Building	3,171 sf	Psychiatry	1,823 sf	
Oncology	4,823sf	Elevator Core		Podiatry	3,312 sf	
Infusion Center	5,026 sf			Radiology	16,738 sf	
G.I.	5,410 sf					
Facilities	917 sf					
Laundry	316sf					
Central Circulation	3,600 sf	Central Circulation	1,800 sf	Central Circulation	3,600	
Subtotal	***40,313 sf***		***8,100 sf***		***38,027 sf***	**86,440 sf**

Entry Level – Second Floor

West		Middle		East		Total/Floor
Internal Medicine	15,314 sf	Lobby	3,129 sf	Family Practice	11,233 sf	
Nephrology	2,294 sf	General Building	3,171 sf	Urgent Care	6,157 sf	
Rheumatology	2,400 sf			Pediatrics	9,676 sf	
Lab	5,000 sf			Allergy	5,102 sf	
Cardiology	7,027 sf					
Endocrinology	2,619 sf					
Nutritional Services	1,725 sf					
Pharmacy	2,000 sf					
Central Circulation	3,600 sf	Central Circulation	3,666 sf	Central Circulation	3,600 sf	
Subtotal	***41,979 sf***		***9,985 sf***		***35,768 sf***	**87,733 sf**

Upper Level – Third Floor

West		Middle		East		Total/Floor
Audiology	2,152 sf	Lobby	3,129 sf	Conference Center	4,635 sf	
ENT	5,997 sf	General Building	3,171 sf	Operation Administration	1,700 sf	
Neurology	3,164 sf			Medical Administration	3,140 sf	
Urology	3,594sf			Human Resources	2,100 sf	
Surgery	4,839 sf			Marketing	865 sf	
Plastic Surgery	3,440 sf			OB-BYN	11,542 sf	
Dermatology	6,656 sf			Café	2,500 sf	
Pulmonary	2,236 sf			Med. Direction	805 sf	
				Patient Resources	426 sf	
				Quality Improvements	592 sf	
				Staffing Services	144 sf	
Central Circulation	3,600 sf	Central Circulation	1, 800 sf	Central Circulation	3, 600 sf	
Subtotal	***35,678 sf***		***8,100 sf***		***32,049 sf***	**75,827 sf**
					Grand Total	**250,000 sf**

Note: uses and space estimates are conceptual and subject to change.
Source: PAMF, 2003.

It is anticipated that on a daily average, 100 physicians and 310 nurses, technicians, and staff per day, and 1,650 patients would use the facility. The mix of physicians has not been established at this time. Although there would be no formal multiple shifts, start times would be staggered from 7:00 a.m. to 9:00 a.m. for staff and physicians. Urgent Care would be staffed by two shifts, the first from 7:30 a.m. to 3:00 p.m., the second shift from 3:00 p.m. to 9:00 p.m. most days (shifts vary slightly on weekends and holidays). Each shift would be made up of approximately two to four providers and seven staff.

D3. Medical Equipment and Waste

All medical equipment used at the proposed medical facility would be licensed by the State of California and would not require local oversight. Likewise, all hazardous waste, including bio-hazardous and pharmaceutical waste, would be handled according to State and County regulations. These wastes would be collected in containers specifically designed and labeled for hazardous use and would be stored in a dedicated holding area. The containers would then be manifested and transported to a disposal site by a licensed collection company. Chemicals would also be used and stored in accordance with applicable regulations. No radiological materials would be stored on the site. The placement and number of fume hoods is not known at this time.

D4. Access, Circulation, and Parking

Primary access to the medical facility site would be provided via the existing vehicular entry at The Americana, with circulation on the site consisting of an access roadway to the south of the building. This roadway would provide immediate access to Urgent Care that would be located at the northeastern corner of the building, right-hand patient drop-off at the main entrance to the building, and access to the parking facility that would be developed to the south of the access roadway. Primary egress from the site would be provided via the same access roadway. In addition, secondary ingress into and egress out of the parking lot would be provided from Continental Circle.

A traffic signal would be installed at the main driveway to the project site on The Americana. This new signal would be coordinated with the existing signal at El Camino Real/The Americana/Sylvan Avenue to minimize the queue between the two intersections. Also, the north-south split phase operation on The Americana/Sylvan Avenue at El Camino Real would be replaced with a protected left turn phasing with more green time allocated to the northbound left turn movement (which is expected to be mostly project traffic). The northbound segment of The Americana would be restriped to accommodate the two left turn lanes and one additional through lane that would allow an optional right turn.

Given the slope of the site, the main access to the medical building would be on the second floor. Additional access would be provided from the lower level of the parking structure into the ground floor of the building. Urgent Care and the Conference Center would have separate entrances so that weekend

and evening activity would not affect security in the rest of the facility. These areas would also have separate entrances from the remainder of the clinic.

Parking would be provided on site directly across from the loop road and main building in a landscaped parking structure, including one level of parking below ground and one above ground. The structure would include 1,111 parking spaces for patients and staff parking on the upper and lower levels. A minimum of 111 spaces would be reserved for persons with disabilities, in compliance with the Americans With Disabilities Act (ADA). Adequate surface parking spaces would be provided near the entrance to the Urgent Care. Pedestrian crossings from the parking structure to the building entry would be clearly defined. The lower level of the structure would be artificially and naturally lit and would be ventilated by openings overhead and to the sides.

Service delivery to the site as well as trash and recycling pick-up would be via the loop road, concentrated in a service yard at the western end of the building, screened from adjacent properties by fencing and landscape materials. Delivery hours would be restricted as required by the City. While large trucks may make occasional deliveries (limited to one or two per week), most deliveries would be made by small vehicles. These deliveries would take place several times per day.

Although emergency vehicles would not be stationed at the site, there would be a need for occasional ambulance transport of patients to El Camino Hospital. Such transport would be expected to occur one or two times per week.

The project also includes reservation of an area in the southwestern portion of the project site for the landing of a future pedestrian/bicycle freeway overpass from the Stevens Creek Trail to the project site.[3] Once developed, this overpass would provide bicyclist and pedestrians an alternate route (as opposed to using El Camino Real) to and from the project area.

D5. Landscaping

The heritage grove of trees fronting El Camino Real would be preserved and enhanced. Additional major plantings would be installed along El Camino Real. Site landscaping would cover at least 25 percent of the site area, in conformance with the requirements of the Precise Plan.

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3 The project applicant would not be responsible for developing the landing and overpass and would not be responsible for the environmental review pertaining to the development of the landing and overpass, if any is necessary.

D6. Utilities

Water distribution infrastructure in the vicinity of the site includes a 12-inch main in El Camino Real, a 10-inch main in The Americana, and a 10-inch main in Continental Circle. Both domestic water and fire service would be provided for each building. Wastewater distribution infrastructure in the vicinity of the site includes a 12-inch main in El Camino Real, an 8-inch main in The Americana, and an 8-inch main in Continental Circle. Sanitary sewer service for the buildings would be provided from a 6- to 8-inch (depending on Uniform Plumbing Code [UPC] and City requirements) polyvinyl chloride (PVC) pipe and is proposed to connect to the City main in The Americana or El Camino Real. These connections would require a permit from Caltrans to allow for construction within Caltrans' right-of-way.

D7. Construction Schedule

Construction is expected to occur over an 18-month to 2-year period. Construction is expected to begin in July 2005 and end in April 2007.[4] Construction activities would begin with the demolition of the existing Emporium building and removal of the parking lot and ornamental trees. Following completion of these activities, the entire project site would be graded and prepared for construction. Development of the medical building, parking structure and circulation areas, extension of utilities, and landscaping would follow.

E. DOCUMENTS SUBMITTED

The following technical reports were submitted with the project application:

- Fehr & Peers, Transportation Impact Analysis for the Palo Alto Medical Foundation, Mountain View Project, Draft Report, August 18, 2003.
- Phase 1 Preliminary Site Assessment Update, Northgate Environmental Management, Inc., September 29, 2003.
- Updated Tree Survey at the Old Emporium Site, Barrie D. Coate and Associates, February 11, 2004.

F. APPROVALS REQUESTED

The project applicant is requesting an amendment to the Precise Plan to permit medical office use in Area C, to allow a setback of 25 feet from El Camino Real, and to allow a floor area of 250,000 gsf (0.60

[4] This schedule is approximate and is subject to change.

FAR). Also, the project applicant is requesting an amendment to the *General Plan* land use designation to allow for medical office use on the project site. In addition, the project applicant is requesting a Planned Community Permit, including environmental approval, architectural design approval, lot line adjustments or lot merger, and any other permits or approvals that may be required to authorize this medical clinic facility.

4.0 EXISTING CONDITIONS, PROJECT IMPACTS AND MITIGATION MEASURES

A. PURPOSE

The purpose of this chapter is to inform readers of the type and magnitude of the project's environmental impacts in two areas – air quality and transportation and circulation. This chapter provides a detailed description of existing conditions on the project site and in the vicinity, an evaluation of the impacts of the proposed project, descriptions of identified mitigation measures, and an analysis of cumulative impacts. The discussion of existing conditions defines the environmental conditions that currently exist on and near the project site. Project impacts are characterized as the effects of the proposed development on the existing environment. Features of the project that would help to avoid or reduce project impacts are referred to and analyzed for their effectiveness. If needed, additional changes to the project are identified by this EIR as mitigation measures. The analysis of cumulative impacts includes the region relevant to each topic. For the transportation and circulation section, cumulative impacts were based on the impacts of growth from a list of projects provided by the City of Mountain View and the City of Sunnyvale, as well as the growth in traffic volumes projected by the City of Mountain View.

A. SUMMARY

The proposed project would result in the generation of air pollutants during construction and operation activities. Fugitive dust generated by on-site construction activities would be significant. However, implementation of the dust control measures recommended by the Bay Area Air Quality Management District (BAAQMD) would reduce construction impacts to a less-than-significant level. Operational emissions from stationary sources and vehicle trips would exceed the threshold of significance for nitrogen oxide (NO_x) recommended by the BAAQMD and, therefore, would be considered significant. Given that the BAAQMD CEQA Guidelines *considers a project to have significant cumulative air quality impacts if said project would have individual significant air quality impacts, the project's contribution toward regional operational emissions impacts would also be significant. Although implementation of mitigation measures recommended by the BAAQMD* CEQA Guidelines *could reduce operational emissions, there is no guarantee that these measures are feasible or that the measures would be maximally effective in reducing operational emissions. Therefore, project-specific and cumulative impacts related to operational emissions would remain significant and unavoidable.*

Project impacts related to localized carbon monoxide (CO) emissions near all study roadway intersections would not exceed the State or Federal CO standards and therefore would not be significant. Localized CO levels generated by cumulative projects would not exceed Federal or State standards and would not be significant.

B. INTRODUCTION

This section describes the expected emission of air pollutants generated during the construction and operational phases of the project. Air pollutants are primarily generated by two categories of sources: stationary and mobile. Stationary sources include "point sources," which have one or more emission sources at a single facility, and "area sources," which are widely distributed and produce many small emissions. Point sources are usually associated with manufacturing and industrial uses; area sources include residential water heaters, lawn mowers, landfills, and consumer products, such as barbecue lighter fluid. Mobile sources are non-stationary sources such as motor vehicles. This section was prepared in accordance with the December 1999 *BAAQMD CEQA Guidelines*.

C. EXISTING CONDITIONS

C1. Air Quality Regulatory Setting

Air quality within the San Francisco Bay Area Air Basin (the Basin) is addressed through the efforts of various Federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education,

and a variety of programs. The agencies primarily responsible for improving the air quality within the Basin are discussed below along with their individual responsibilities.

C1(a) U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (U.S. EPA) is responsible for enforcing the 1990 amendments to the Federal Clean Air Act (CAA) and the national ambient air quality standards (Federal standards) that it establishes. These standards identify levels of air quality for six "criteria" pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare. The six criteria pollutants are ozone, CO, nitrogen dioxide (NO_2 - a form of NO_x), sulfur dioxide (SO_2), fine particulate matter (PM_{10} and $PM_{2.5}$), and lead.[1]

The Basin is currently classified by the U.S. EPA as a nonattainment area for both the 1-hour and 8-hour standards for ozone.[2] In response to its enforcement responsibilities, the U.S. EPA requires each state to prepare and submit a State Implementation Plan (SIP) that describes how the state will achieve the Federal standards by specified dates, depending on the severity of the air quality within the state or air basin.

C1(b) California Air Resources Board

The California Air Resources Board (ARB), a department of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California. It is primarily responsible for ensuring implementation of the 1989 amendments to the California Clean Air Act (CCAA), for responding to the Federal CAA requirements, and for regulating emissions from motor vehicles and consumer products within the State. The ARB has established emission standards for vehicles sold in California and for various types of equipment available commercially. It also sets fuel specifications to further reduce vehicular emissions.

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1 Particulate matter is the general term used for a mixture of solid particles and liquid droplets found in the air. These particles come in a wide range of sizes - fine particulates have a diameter of less than 2.5 micrometers (i.e., $PM_{2.5}$) and coarse particulates have a diameter of up to 10 micrometers (i.e., PM_{10}). Although Federal standards for $PM_{2.5}$ exist, not enough air quality data related to these emissions exist to determine area designations. The U.S. EPA will issue final designations for $PM_{2.5}$ on December 15, 2004.

2 The 1-hour standard for ozone has been in place since 1979. Based on information demonstrating that the 1-hour standard was inadequate for protecting public health, the U.S. EPA issued the 8-hour ozone standard in July 1997. After a lengthy legal battle, the courts upheld the new ozone standard, and on April 15, 2004, the U.S. EPA announced its designation of areas exceeding the 8-hour standard. These designations took effect on June 15, 2004. The U.S. EPA will revoke the 1-hour standard in full, including the associated designations and classifications, one year following this designation date. (Sources: U.S. EPA, 8-Hour Ground-Level Ozone Designations, www.epa.gov/ozonedesignations/, April 19, 2004 and U.S. EPA, Welcome to the Green Book, www.epa.gov/oar/oaqps/greenbk, April 19, 2004.)

Like the U.S. EPA, the ARB has established ambient air quality standards for the State (State standards). These standards apply to the same six criteria pollutants as the Federal CAA, and also address sulfate (SO_4^{2-}), visibility, hydrogen sulfide (H_2S), and vinyl chloride (C_2H_3Cl). The CCAA standards are more stringent than the Federal standards and, in the case of PM_{10} and SO_2, far more stringent.[3] The amendments to the CCAA require air pollution control districts to achieve the State standards by the earliest practicable date.

Based on monitored pollutant levels, the CCAA divides ozone nonattainment areas into four categories - moderate, serious, severe, and extreme - to which progressively more stringent requirements apply. As of January 2003, the Basin was classified as a nonattainment area for PM_{10} and as an area in serious nonattainment for ozone.[4]

C1(c) Bay Area Air Quality Management District

The management of air quality in the Basin is the responsibility of the BAAQMD. The BAAQMD is responsible for bringing and/or maintaining air quality in the Basin within Federal and State air quality standards. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the Basin and to develop and implement attainment strategies to ensure that future emissions will be within Federal and State standards.

Clean Air Plan

As discussed previously, the Federal and State Clean Air Acts require the preparation of plans to reduce air pollution to healthful levels. The BAAQMD has responded to this requirement by preparing a series of Clean Air Plans (CAPs), the most recent and rigorous of which was approved in December 2000. The 2000 CAP continues the air pollution reduction strategy established by the 1991 CAP and represents the third triennial update to the 1991 CAP, following previous updates in 1994 and 1997. The 2000 CAP is designed to address attainment of the State standards for ozone.

The 1997 CAP contained stationary and mobile source control measures, which included: developing rules to reduce vehicle trips to and from major residential developments, shopping centers, and other indirect sources; encouraging cities and counties to plan for high density development; and clustering development with mixed uses in the vicinity of mass transit stations. The 2000 CAP includes changes in the organization and scheduling of some existing control measures, some new stationary source control

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3 New and even stricter standards for PM_{10} passed by the California Air Resources Board went into effect on July 5, 2003. In addition, while State standards for $PM_{2.5}$ exist, area designations are not yet finalized. As a result, State plans for addressing $PM_{2.5}$ emissions are not yet in place.

4 California ARB, Area Designation Maps/State and National, www.arb.ca.gov/desig/adm/classi.htm, April 9, 2004.

measures, revisions to previous stationary source measures, and deletion of some control measures no longer deemed feasible by BAAQMD staff. The transportation control measures (TCMs) in the 2000 CAP are unchanged from the 1997 CAP. The 2000 CAP continues to discourage "urban sprawl," while strongly endorsing high-density mixed-use developments near transit centers that reduce the need for commuting by personal vehicles.

BAAQMD Rules and Regulations

The BAAQMD is responsible for limiting the amount of emissions that can be generated throughout the Basin by stationary sources. Specific rules and regulations have been adopted which limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures which must be implemented in association with various uses and activities. These rules regulate not only the emissions of the six criteria pollutants, but also the emissions of toxic and acutely hazardous materials. The rules are also subject to ongoing refinement by the BAAQMD.

Emissions sources subject to these rules are regulated through the BAAQMD's permitting process. Through this permitting process, the BAAQMD also monitors the amount of stationary emissions being generated and uses this information in developing the CAP. Any emissions sources that would be constructed as part of the proposed project would be subject to the BAAQMD rules and regulations.

BAAQMD CEQA Guidelines

In April 1996, the BAAQMD prepared its *BAAQMD CEQA Guidelines* as a guidance document to provide lead government agencies, consultants, and project proponents with uniform procedures for assessing air quality impacts and preparing the air quality sections of environmental documents for projects subject to CEQA. The *CEQA Guidelines* was revised by the BAAQMD in December 1999. This document describes the criteria that the BAAQMD uses when reviewing and commenting on the adequacy of environmental documents, such as this EIR. The *BAAQMD CEQA Guidelines* recommends thresholds for use in determining whether projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts. This EIR section was prepared following these recommendations.

C1(d) Association of Bay Area Governments

The Association of Bay Area Governments (ABAG) is a council of governments for the Counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Sonoma, and Solano. ABAG is a regional planning agency and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. ABAG also serves as the regional clearinghouse for projects requiring environmental documentation under Federal and State law. In this role, ABAG reviews proposed projects to analyze their impacts on ABAG's regional planning efforts.

Although ABAG is not an air quality management agency, it is responsible for several air quality planning issues. Specifically, as the designated Metropolitan Planning Organization (MPO) for the nine counties, it is responsible, pursuant to Section 176(c) of the 1990 amendments to the Federal CAA, for providing current population, employment, travel, and congestion projections for regional air quality planning efforts. It is required to quantify and document the demographic and employment factors influencing expected transportation demand, including land-use forecasts. Pursuant to California Health and Safety Code Section 40460(b), ABAG is also responsible for preparing and approving the portions of the Basin's CAP relating to demographic projections and integrated regional land use, housing, employment, as well as transportation programs, measures, and strategies.

C1(e) Local Governments

Local governments, such as the City of Mountain View and the County of Santa Clara, have the authority and responsibility to reduce air pollution through their police power and land-use decision-making authority. Specifically, local governments are responsible for the mitigation of emissions resulting from land-use decisions and for the implementation of TCMs as outlined in the CAP. The CAP assigns local governments certain responsibilities to assist the Basin in meeting air-quality goals and policies. In general, a first step toward implementation of a local government's responsibility is accomplished by identifying air quality goals, policies, and implementation measures in its general plan. Through capital improvement programs, local governments can require infrastructure that contributes to improved air quality, such as ridesharing, park and ride, bicycle facilities, and traffic signal and signal timing improvements. In accordance with CEQA requirements and the CEQA review process, local governments assess air quality impacts, require mitigation of potential air quality impacts by conditioning discretionary permits, and monitor and enforce implementation of such mitigation.

C2. Local and Regional Context

C2(a) Smog and its Causes

Smog is a general term combining the words smoke and fog and is used to describe dense, visible air pollution. Smog is formed when combustion emissions and gaseous emissions, such as volatile organic compounds (VOCs) and NO_x undergo photochemical reactions in sunlight to form ozone. Ozone is a gas that, in the upper atmosphere, helps to shield the Earth from harmful radiation. However, in the lower atmosphere where people live, ozone poses health risks and damages crops, rubber, and other materials. Particulates, such as soil and dust materials, and vehicle exhaust particulates often mix with ozone, CO, and other compounds and create a brownish haze in the air.

C2(b) Regional Climate and Topography

The topography and climate of the Basin combine to make it an area of smog potential. The climate of the Bay Area is Mediterranean in character, with mild, rainy winter weather from November through March, and warm, dry weather from June through September. In summer, the Pacific high-pressure system typically remains near the coast of California; subsidence of warm air, associated with the Pacific high, creates frequent summer atmospheric temperature inversions. Subsidence inversions may be several hundred to several thousand feet deep, effectively trapping pollutants in a small volume of air near the ground. In winter, the Pacific high-pressure system moves southward, allowing ocean-formed storms to move through the region. The frequent storms and infrequent periods of sustained sunny weather are not conducive to smog formation. Radiational cooling during the evening, however, sometimes creates thin inversions and concentrates air pollutant emissions near the ground.

Mountain View is located in the northern portion of the Santa Clara Valley region, which is bounded by the San Francisco Bay to the north and by mountains to the east, south, and west. In this part of the valley, mean maximum temperatures are in the low-80s during the summer and the high-50s during the winter, with mean minimum temperatures ranging from the high-50s in the summer to the low-40s in the winter. Winds in the valley are greatly influenced by the terrain, resulting in a prevailing flow that roughly parallels the valley's northwest-southeast axis. A north-northwesterly sea breeze flows through the valley during the afternoon and early evening, and a light south-southeasterly drainage flow occurs during the late evening and early morning. Wind speeds are greatest in the spring and summer and weakest in the fall and winter. Nighttime and early morning hours frequently have calm winds in all seasons, while summer afternoons and evenings are quite breezy. Strong winds are rare, associated mostly with the occasional winter storm.

The air pollution potential of the Santa Clara Valley is high. High summer temperatures, stable air, and mountains surrounding the Valley combine to promote ozone formation. In addition to the many local sources of pollution, ozone precursors from San Francisco, San Mateo, and Alameda Counties are carried by prevailing winds to the Santa Clara Valley. The airflows in the Valley described above create recirculation patterns that move air up and down the Valley; these patterns increase the impact of pollutants significantly.

C3. Existing Air Quality Environment

C3(a) Regional Air Quality

To identify ambient concentrations of the six criteria pollutants, the BAAQMD operates 31 air quality monitoring stations throughout the Basin. The nearest monitoring station to the project site is the Redwood City Station, which monitors levels of four of the six criteria pollutants.[5]

Table 4.1-1, Ambient Pollutant Concentrations Registered at the Redwood City Monitoring Station, lists the concentrations registered and the violations of State and Federal standards that have occurred at this monitoring station from 1999 through 2003. The station registered two days above the State 1-hour standard for ozone, and 12 days above the State 24-hour standard for PM_{10}; the specific dates and times of these violations are unknown. No other violations were registered at this station between 1999 and 2003.[6]

C3(b) Local Air Quality

Existing land uses in the vicinity of the project site include neighborhood shopping, multiple-family residential, local roadways, and area highways (including State Route 85 [SR 85] adjacent to the project site). There are no major stationary emissions sources near the project site; the minor sources of stationary emissions include space heating, cooking, and water heating. Motor vehicles are the primary indirect emission sources of pollutants within the area.

Localized Carbon Monoxide Concentrations

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. The BAAQMD monitoring stations have not recorded any exceedances of the State and Federal CO standards since 1991. However, because elevated CO concentrations are generally localized, heavy traffic volumes and congestion at specific intersections or roadway segments can lead to high levels of CO, or "hot spots," while concentrations at the nearest air quality monitoring station may be below State and Federal standards.

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5 Although the Sunnyvale-910 Ticonderoga Monitoring Station is actually closer to the project site than the Redwood City Monitoring Station, only ozone is monitored at the Sunnyvale station. In addition, ozone concentration information at that station is available for only the last three years (i.e., 2001-2003).

6 It should be noted that effective July 5, 2003, the new State standard for the annual arithmetic mean for PM_{10} is 20 $\mu g/m^3$. While the station did not register any violations of the annual arithmetic mean for PM_{10} between 1999 and 2003 based on the standard at the time, the measurements for PM_{10} for four of those years (i.e., 1999-2002) would be in violation of the new standard.

Table 4.1-1

Ambient Pollutant Concentrations Registered at the Redwood City Monitoring Station[a]

Pollutants	Standards[b]	*Year*				
		1999	*2000*	*2001*	*2002*	*2003*
OZONE (O_3)						
Maximum 1-hour concentration monitored (pphm)		*8.2*	*8.3*	*10.5*	*9.0*	*11.3*
Number of days exceeding Federal standard	>12 pphm	0	0	0	0	0
Number of days exceeding State standard	>9 pphm	0	0	1	0	1
Maximum 8-hour concentration monitored (pphm)		*6.3*	*6.3*	*6.7*	*6.3*	*7.8*
Number of days exceeding Federal standard[c]	>8 pphm	0	0	0	0	0
SUSPENDED PARTICULATE MATTER (PM_{10})						
Annual Arithmetic Mean ($\mu g/m^3$)		*24.6*	*21.2*	*22.5*	*22.1*	*19.3*
In excess of Federal standard?	>50 $\mu g/m^3$	No	No	No	No	No
In excess of State standard?[d]	>30 $\mu g/m^3$	No	No	No	No	No
Maximum 24-hour concentration ($\mu g/m^3$)		*95.2*	*61.2*	*67.5*	*55.9*	*37.5*
Number of days exceeding Federal standard	>150 $\mu g/m^3$	0	0	0	0	0
Number of days exceeding State standard	>50 $\mu g/m^3$	5	3	3	1	0

Source: California Air Resources Board (www.arb.ca.gov/).

a *Concentrations are given in parts by volume per hundred million of air (pphm), parts by volume per million of air (ppm), or micrograms per cubic meter of air ($\mu g/m^3$).*

b *Federal and State standards are for the same time period as the maximum concentration measurement.*

c *The 1-hour standard for ozone has been in place since 1979. Based on information demonstrating that the 1-hour standard was inadequate for protecting public health, the U.S. EPA issued the 8-hour ozone standard in July 1997. After a lengthy legal battle, the courts upheld the new ozone standard, and on April 15, 2004, the U.S. EPA announced its designation of areas exceeding the 8-hour standard. These designations took effect on June 15, 2004. The U.S. EPA will revoke the 1-hour standard in full, including the associated designations and classifications, one year following this designation date. The data provided for the 8-hour standard are provided for informational purposes only.*

d *Effective July 5, 2003, the new State standard is 20 $\mu g/m^3$.*

C3(c) Site-Specific Emissions

The project site is currently occupied by a vacant department store building and a parking area and has been unused except for car storage for approximately eight to nine years. As a result, emissions are restricted to mobile activities associated with the car storage on the site.

C3(d) Toxic Air Contaminants

Regulation of toxic air contaminants (TACs), termed Hazardous Air Pollutants (HAPs) under Federal regulations, is achieved through Federal and State controls on individual sources. Federal law defines HAPs as non-criteria air pollutants with short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects. The 1990 Federal CAA Amendments offer a comprehensive plan for achieving significant reductions in both mobile and stationary source emissions of HAPs. A total of 189

air pollutants have been designated HAPs because of their adverse human health effects. Title III of the 1990 Federal CAA Amendments amends Section 112 of the CAA Amendments to replace the former program with an entirely new technology-based program. Under Title III, the U.S. EPA must establish maximum achievable control technology emission standards for all new and existing "major" stationary sources. Stationary sources of HAPs are required to obtain an operating permit from the BAAQMD pursuant to Title V of the 1990 CAA Amendments.

California State law defines TACs as air pollutants having carcinogenic effects. Assembly Bill (AB) 1807 (the Tanner Bill, passed in 1983) established the State Air Toxics Program and the methods for designating certain air toxics as TACs. A total of 191 substances have been designated TACs under California law; they include the 189 (Federal) HAPs adopted as TACs in accordance with AB 2728. The Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; AB 2588 does not regulate air toxic emissions. Under AB 2588, sources emitting more than 10 tons per year of any criteria air pollutant must estimate and report their toxic air emissions to the local Air Districts. The local Air Districts then prioritize facilities on the basis of emissions, and "high priority" facilities are required to submit a health-risk assessment and communicate the results to the affected public. Depending on the risk levels, emitting facilities are required to implement varying levels of risk reduction measures. The BAAQMD is responsible for implementing AB 2588 in the Basin.

The BAAQMD is currently working to control TAC impacts from local "hot spots" and from ambient background concentrations. The control strategy involves reviewing new sources to ensure compliance with required emission controls and limits, maintaining an inventory of existing sources to identify major TAC emissions, and developing measures to reduce TAC emissions. The BAAQMD publishes the results of the various control programs in an annual report, which provides information on the current TAC inventory, AB 2588 risk assessments, TAC monitoring programs, and TAC control measures and plans.

The BAAQMD TAC 2001 Annual Report identified 15 stationary sources in Mountain View and 28 stationary sources in neighboring Sunnyvale, which borders Mountain View less than one mile to the east of the project site.[7] The sources within one mile of the project site are three dry cleaners in Mountain View and five dry cleaners and one wood finishing shop in Sunnyvale. The dry cleaners emit perchloroethylene and the wood finishing shop emits methylene chloride.

One of the TACs being monitored and controlled by the BAAQMD is particulate matter (PM) from diesel-fueled engines, also known as diesel exhaust particulate. In 1998, ARB identified diesel exhaust particulate as a TAC. Compared to other TACs, diesel exhaust particulate emissions are estimated to be responsible for about 70 percent of the total ambient air toxics risk. On a statewide basis, the average potential cancer risk associated with these emissions is over 500 potential cancer cases per million people.

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7 Bay Area Air Quality Management District, Toxic Air Contaminants: 2001 Annual Report, July 2003.

In addition to these general risks, diesel exhaust particulate can also present elevated localized or near-source exposures. Depending on the activity and nearness to receptors, these potential risks can range from small to 1,500 cancer cases per million or more people.[8]

C4. Sensitive Receptors

Land uses such as schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because infants, the elderly, and people with health afflictions, especially respiratory ailments, are more susceptible to respiratory infections and other air-quality-related health problems than the general public. Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. In the vicinity of the project site, sensitive receptors include residential areas across Continental Circle to the south of the project site.

D. SIGNIFICANCE THRESHOLDS

The Environmental Checklist adopted by the City of Mountain View lists the following items to be considered when determining whether a project could have a significant effect on the environment:

Would the project:

1. Violate any air quality standard or contribute to an existing violation?
2. Expose sensitive receptors to pollutants?
3. Create objectionable odors?
4. Conflict with or obstruct implementation of applicable air quality plan?

As stated previously, the project site is located within the jurisdiction of the BAAQMD. The *BAAQMD CEQA Guidelines* recommends analytical methodologies and provides evaluation criteria for determining the level of significance for project impacts within its jurisdiction. The BAAQMD's evaluation criteria for determining air quality impacts provide defined screening thresholds for pollutant emissions. Projects that would generate emissions below the defined thresholds are considered to have a less-than-significant impact on air quality; projects that exceed the screening thresholds must provide further analysis such as district-approved air dispersion modeling to refute (or validate) a determination of significance or must acknowledge a potentially significant air quality impact. The screening thresholds for air quality impacts from the *BAAQMD CEQA Guidelines* are presented below.

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8 California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October, 2000.

Construction Emissions

According to the *BAAQMD CEQA Guidelines*, PM_{10} is the pollutant of greatest concern with respect to construction activities.[9] Construction emissions of PM_{10} can vary greatly depending upon the level of activity, construction equipment, local soils, and weather conditions, among other factors. As a result, the *BAAQMD CEQA Guidelines* specifies, "[t]he District's approach to CEQA analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions." Therefore, the determination of significance with respect to construction emissions should be based on a consideration of the control measures to be implemented. If all the applicable control measures for PM_{10} indicated in the *BAAQMD CEQA Guidelines* would be implemented, then air pollutant emissions from construction activities would be considered less than significant. If a project would not implement all applicable control measures, construction emissions would be considered a significant impact.

Operational Emissions

The BAAQMD recommends that individual projects impacts involving direct and/or indirect operational emissions that exceed the following thresholds be considered significant:

- 80 pounds per day (ppd) of ROG
- 80 ppd of NO_x
- 80 ppd of PM_{10}

Direct emissions are those that are emitted on a site and include stationary sources and on-site mobile equipment. Examples of land uses and activities that generate direct emissions are industrial operations and sources subject to an operating permit by the BAAQMD. Indirect emissions come from mobile sources that access the project site but generally emit off site. For many types of land-use development projects, the principal sources of air pollutant emissions are the motor vehicle trips generated by the project.

Local CO Concentrations

Indirect CO emissions are considered significant if they will contribute to a violation of the State standards for CO (9 ppm averaged over 8 hours and 20 ppm over 1 hour). CO emissions are localized, and typically analyzed in terms of their impacts to specific roadway segments or intersections. The

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9 Construction equipment exhaust contains CO and ozone precursors. However, these exhaust emissions are included in the emission inventory that is the basis for regional air quality plans, and are not expected to impede attainment and maintenance of ozone and CO standards in the Bay Area. In addition, as mentioned before, although State standards for $PM_{2.5}$ exist, area designations have not yet been determined. As a result, State plans for addressing $PM_{2.5}$ emissions are not yet in place and air quality management districts do not include these emissions in their analyses of construction impacts.

BAAQMD requires CO modeling for projects in which: (1) project vehicle emissions of CO would exceed 550 ppd, (2) project traffic would affect intersections or roadway segments operating at level of service (LOS) D, E, or F, or would cause a decline to LOS D, E, or F, or (3) project traffic would increase traffic volumes on nearby roadways by 10 percent or more (unless the increase in traffic volume is less than 100 vehicles per hour). If necessary, a simplified CO modeling analysis will be used to determine localized CO concentrations. If modeling demonstrates that the source would not cause a violation of the State standard at existing or reasonably foreseeable receptors, the project would not have a significant impact on local air quality.

Odors

Odors would be considered significant if the project would result in a frequent exposure of members of the public to objectionable odors. According to the BAAQMD, typical uses that may result in significant odor impacts include wastewater treatment plant, sanitary landfill, transfer station, composting facility, petroleum refinery, asphalt batch plant, chemical manufacturing, fiberglass manufacturing, painting/coating operations, rendering plant, and coffee roasters. The proposed project does not include these land uses. Potential odor producing activities associated with the project would include fumes originating from the fume hoods and the food service area. Given that the proposed facility would be sited in the northern portion of the project site, over 400 feet from the nearest residential area, and that all vents, fans, and other building exhausts that might emit odors or fumes would be directed away from residential areas, no significant air quality impacts related to odor would occur. For these reasons, this topic is not discussed further in this chapter.

Toxic Air Contaminants

Projects that have the potential to emit TACs could also result in significant air quality impacts. As stated in the *BAAQMD CEQA Guidelines*, a project that emits TACs and exceeds the following criteria is considered to have a significant air quality impact:

- Probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million;[10] or
- Ground-level concentrations of non-carcinogenic TACs would result in a hazard index greater than one (1) for the MEI.[11]

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10 An MEI is a hypothetical off-site person, usually at or near the site boundary, who would receive the maximum exposure from a facility's operations.

11 A hazard index measures the potential for non-cancer health effects. It is the ratio of the estimated exposure level to the Reference Exposure Level, which is the level at or below which no adverse health effects are anticipated.

Cumulative Impacts

According to the *BAAQMD CEQA Guidelines*, any project that would individually have a significant air quality impact would also have a significant cumulative air quality impact. For a project that does not individually have a significant air quality impact, the BAAQMD requires that a determination of cumulative impacts be based on an evaluation of the consistency of the proposed project with the local general plan and of the general plan with the regional air quality plan. The appropriate regional air quality plan for this analysis is the 2000 CAP. If a project is proposed in a city or county with a general plan that is consistent with the CAP, and the project is consistent with that general plan, the project would not have a significant cumulative impact. If the city or county general plan is not consistent with the CAP, or the project is not consistent with the general plan, quantitative analysis is required to determine whether the impact is significant.

E. IMPACTS AND MITIGATION MEASURES

Air Quality-1: Construction Emissions

Impacts

During the construction phase of development of the proposed project, on-site stationary sources, heavy-duty construction vehicles, construction worker vehicles, and energy use would generate emissions. In addition to construction vehicle emissions, fugitive dust would also be generated during grading and construction activities. Dust is generated when grading equipment breaks down surface materials. The resulting dust, which includes PM_{10}, is subsequently entrained into the air by wind and vehicle tires. Although much of this airborne dust would settle out on or near the project site, smaller particles would remain in the atmosphere, increasing existing particulate levels within the surrounding area. Sensitive receptors in proximity to the project site that could be affected by construction include the residential areas across Continental Circle to the south of the project site.

Although the project's construction-related emissions would be temporary in duration, in the absence of control measures, the emissions could be substantial. Without the implementation of dust control measures, impacts related to construction emissions would be significant.

The proposed project would involve the demolition of the existing vacant building on the site. This building is known to contain asbestos.[12] The applicant would be required to implement standard State and Federal procedures for asbestos containment and worker safety. Specifically, the demolition,

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12 Northgate Environmental Management, Inc., Draft Phase I Preliminary Site Assessment Update, September 29, 2003.

renovation or removal of asbestos-containing building materials is subject to the limitations of BAAQMD Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing. The applicant would be required to consult with BAAQMD's Enforcement Division prior to commencing demolition of this building. If the applicant adheres to this requirement, asbestos-related impacts would be considered less than significant.

Mitigation Measures

AQ-1: The applicant shall require the construction contractor to implement a dust control program. The program shall be applied to all construction activities involving grading, excavation, use of unpaved areas for staging, extensive hauling of materials, or building demolition. The dust control program shall include the following measures from Table 2 of the *BAAQMD CEQA Guidelines* as applicable and feasible:

Basic Control Measures (for all construction sites)

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials *or* require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Enhanced Control Measures (for individual or combined construction sites of larger than four acres)

- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 miles per hour (mph).
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

- Replant vegetation in disturbed areas as quickly as possible.

Optional Measures (strongly encouraged at construction sites that are large in area, located near sensitive receptors, or which for any other reason may warrant additional emissions reductions)

- Install wheel washers for all existing, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install windbreaks, or plant trees/vegetative windbreaks at the windward side(s) of construction areas.
- Suspend excavation and grading activity when sustained winds exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Significance After Mitigation

Implementation of **Measure AQ-1** would mitigate impacts from construction impacts to a less-than-significant level.

Air Quality-2: Daily Operational Emissions

Impacts

Operational emissions associated with the ultimate development and operation of the proposed project would result primarily from increased vehicular trips to and from the medical facility. Other sources of emissions associated with the project would include area source emissions, such as the use of natural gas for water heaters and cooking appliances.

The predicted mobile source and area source emissions associated with project operation have been calculated using the URBEMIS2002 computer model distributed for use by the ARB and recommended for use by the BAAQMD. The average daily indirect and direct emissions associated with the proposed project are presented in **Table 4.1-2, Estimated Operational Emissions Associated with the Project** and are compared with the BAAQMD project-specific recommended thresholds of significance for the sources of pollutants. As shown in the table, the project would not generate average daily direct and indirect emissions of ROG or PM_{10} that would exceed BAAQMD-recommended thresholds. However, the project would generate emissions of NO_x that would exceed the threshold. Therefore, operational emissions associated with the project are significant.

Table 4.1-2
Estimated Operational Emissions Associated with the Project

Pollutant	*Emissions (ppd)*[1]			*Significance Criteria (ppd)*	*Exceeds Threshold?*
	Area Sources	*Motor Vehicles*	*Total*		
ROG	0.12	78.20	78.32	80	No
NO_x	1.67	111.13	112.80	80	**Yes**
PM_{10}	0.00	69.42	69.42	80	No

[1] Area and motor vehicle emissions were prepared using URBEMIS2002 (Version 7.4). Emissions reflect the worst-case scenario (i.e., wintertime conditions) and assumed an operational emission year of 2006. Motor vehicle emissions reflect approximately 9,033 new daily vehicle trips. The modeling results take into account several "pre-mitigation measures" (i.e., assumed project characteristics that reduce pollutant emissions by reducing vehicle trips). Examples of these pre-mitigation measures include pedestrian sidewalks, bicycle parking, development of a parking structure, on-site services, etc. All pre-mitigation measure assumptions are included in **Appendix 4.1**.

Source: Impact Sciences, Inc. Emissions calculations are provided in Appendix 4.1.

Mitigation Measures

AQ-2: The applicant shall implement the following measures (selected from Table 15 of the *BAAQMD CEQA Guidelines* for their likely feasibility) in order to reduce operational emissions related to vehicles traveling to and from the site (the BAAQMD rates each measure's potential effectiveness in reducing vehicle emissions; these rates are noted following each measure):

- A carpool/vanpool program including carpool ridematching for employees, assistance with vanpool formation, and provision of vanpool vehicles. (1 to 4 percent of work trips);
- Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. (0.5 to 2 percent of all trips);
- Provide on-site child chare, or contribute to off-site child care within walking distance (0.1 percent to 1 percent of work trips);
- Provide shuttle service to transit stations/multimodal centers (i.e. Caltrain station) (1 to 2 percent of work trips);
- Provide preferential parking (i.e., near building entrances, sheltered areas) for carpool and vanpool vehicles (0.5 to 1.5 percent of work trips).

Significance After Mitigation

The estimated effectiveness of these measures is presented in **Table 4.1-3, Estimated Effectiveness of Mitigation Measures**. The estimates are based on the ranges of effectiveness from the *BAAQMD CEQA Guidelines (*as noted in the mitigation measures, above), and the estimate of 9,033 total daily vehicle trips and 820 daily employee vehicle trips generated by the project.[13]

Table 4.1-3
Estimated Effectiveness of Mitigation Measures[1]

Measure	*Reduction in Daily Vehicle Trips*	
	Minimum	*Maximum*
Carpool Program	8	33
Transit Facilities	45	181
On-site Child Care	1	8
Caltrain Shuttle	8	16
Carpool Parking	4	12
TOTAL	**66**	**250**

[1] Estimates of effectiveness from *BAAQMD CEQA Guidelines*, 1999.

The potential effectiveness of the listed TDM measures was evaluated by considering all measures implemented in combination, consistent with the *BAAQMD CEQA Guidelines*. **Table 4.1-3** indicates that implementation of all of the mitigation measures listed could reduce the total number of project-related trips by 66 trips (at the measures' minimum effectiveness) to 250 trips (at the measures' maximum effectiveness), or by less than 1 percent to 2.77 percent. While a less than 1 percent reduction in trips would be essentially negligible, a 2.77 percent reduction in total daily vehicle trips would result in 8,783 daily project-related trips and would reduce emissions of NO_x by about 3.70 ppd to 109.10 ppd. Therefore, despite the maximum expected reduction in daily vehicle trips, emissions of NO_x associated with the project would still be above the significance threshold.

It is not known whether all of the measures are technically feasible, and there is no guarantee that all of the measures would be maximally effective. Implementation of a combination of these measures would

[13] Based on the recommendation of TJKM, the number of daily employee vehicle trips was assumed to be twice the number of physicians and staff using the facility daily (Source: TJKM Transportation Consultants, personal communication with Impact Sciences staff, May 14, 2004).

reduce the emissions impact of the proposed project, and the reduction in emissions could be substantial. However, it is highly likely that the remaining emissions would still be above the significance thresholds.

Air Quality-3: Local CO Concentrations

Impacts

The project would affect local CO concentrations along those roads and at those intersections that would support project-related traffic. Based on the traffic analysis (see **Section 4.2**) and in accordance with the *BAAQMD CEQA Guidelines*, it was determined that CO concentrations should be calculated for peak hour traffic volumes at the intersection of El Camino Real and Grant Road/SR 237 (during the PM peak hour) because the intersection currently operates at LOS D, and in comparison to the other study intersections, this intersection has the highest traffic volumes. Thus, CO concentrations would be highest at this intersection.

The BAAQMD recommends the use of CALINE4, a dispersion model developed by Caltrans for predicting CO concentrations near roadways, as the preferred method of estimating pollutant concentrations at various locations. CALINE4 adds roadway-specific CO emissions calculated from peak-traffic volumes to ambient CO air concentrations. For this analysis, CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the BAAQMD. This methodology assumes worst-case conditions (i.e., wind direction is parallel to the primary roadway, 90 degrees to the secondary road; wind speed of less than one meter per second; and extreme atmospheric stability) and provides a screening of maximum, worst-case, CO concentrations.

The results of these calculations are presented in **Table 4.1-4, Estimated Project Carbon Monoxide Concentrations.** As can be seen in the table, the CO concentrations at this intersection do not exceed the State standards for CO of 9 ppm averaged over 8 hours and 20 ppm over 1 hour. Therefore, project impacts related to CO would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Table 4.1-4

Predicted Project Carbon Monoxide Concentrations[1, 2]

Intersection	*Averaging Time (hrs)*	*Significance Criteria (ppm)*	*Project Concentration (ppm)*	*Exceeds Threshold?*
El Camino Real Grant Road/SR 237	1	20.0	10.80	No
	8	9.0	7.52	No

1 CO concentration estimates were calculated using BAAQMD CO screening methodology, composite vehicle emission factors, and weekday peak-hour traffic estimates developed for the proposed project. Turning movement calculations are included in Appendix 4.1. Concentrations correspond to worst-case meteorological conditions at the edge of the roadway. Roadway average vehicle speeds were assumed to be 25 miles per hour. The CO concentration estimate calculation sheets are included in Appendix 4.1.

2 The 25 mph vehicle CO emission factor for 2006 was interpolated as follows: 2005 emission factor (4.63) - 2010 emission factor (3.66) = 0.97 or 0.194 per year; 4.63 - 0.194 = 4.436. The 1-hour, 2006 background concentration was interpolated as follows: (1992 level [9.0])*(0.62) = 5.58. The 8-hour, 2006 background concentration was interpolated as follows: (1992 level [6.23])*(0.62) = 3.86.

Source: Impact Sciences, Inc.

Air Quality-4: Toxic Air Contaminants

Impacts

As discussed above, the BAAQMD recommends that project impacts with respect to toxics be evaluated based on the presence of buffer zones around existing or proposed land uses that would emit those air pollutants. As noted previously, there are nine known sources of TACs within one mile of the project site (eight dry cleaners and one wood finishing shop). Although dry cleaning businesses are considered priority TAC sites, these businesses are not required to prepare health risk assessments because statewide measures are currently being developed for all California dry cleaners. The wood finishing shop close to the project site is not considered a priority site and, thus, is not required to prepare a health risk assessment.[14] The project site would be buffered from the TAC sites by existing roadways, landscaped areas, and developed uses. The TAC sites listed would also be required to comply with all permitting and reporting requirements per the State and Federal TAC legislation. Given these reasons, no impacts to staff or patients related to off-site toxics would result.

The major source of TACs at the proposed medical facility would be emissions associated with the fume hood that would be used in the Infusion Department and laboratory. However, the design and operation of the fume hood and the general building exhaust system for the proposed project would comply with California Code Regulations Subchapter 7 Article 107, which would prevent harmful exposure of TACs generated by the project. Therefore, no significant impacts associated with TACs would occur.

14 California ARB, AB 2588 "Hot Spots" Program, www.arb.ca.gov/ab2588/ab2588.htm, April 19, 2004.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Air Quality-5: Stationary Pollutant Emissions

Impacts

The stationary sources of emissions associated with the project include a heating, ventilation, and air conditioning (HVAC) system and a 750-kilowatt (approximate size) diesel generator. The emissions from the HVAC system have already been taken into account in the calculations of the area emissions of the project, discussed previously in **Air Quality-2**. As noted in **Table 4.1-2**, the majority of operational emissions associated with the project would come from mobile sources. The diesel generator would be used for emergency purposes only and would be tested once a month for two hours at a time (as required). Further, operation of the generator would be subject to BAAQMD permitting requirements, which would minimize the pollutant emissions from the generator. As such, the amount of stationary pollutant emissions would be minimal, and therefore, the project would not have a significant impact with regard to stationary source emissions.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Air Quality-6: Cumulative Impacts

Impacts

As noted earlier, according to the *BAAQMD CEQA Guidelines*, any project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. Since the proposed project would exceed the BAAQMD-recommended operational emissions thresholds for individual projects, the cumulative air quality impacts would also be considered significant.

Mitigation Measures

The developer shall implement **Measure AQ-2**. No additional mitigation measures beyond those prescribed for the proposed project have been identified.

Significance After Mitigation

Significant (for the reasons noted under Impact **Air Quality-2**, above).

F. CONCLUSION

Impacts from construction-related emissions would be reduced to less-than-significant levels with implementation of the dust controls listed in the *BAAQMD CEQA Guidelines*. Project impacts related to local CO concentrations would be less than significant. Although project-specific and cumulative operational impacts associated with emissions from vehicles could be reduced substantially by implementation of mitigation measures, it is not known whether all the measures are technically feasible, and there is no guarantee that all the measures would be maximally effective. As such, it is probable that the remaining NO_x emissions would still exceed the significance threshold. Therefore, project-specific and cumulative operational air quality impacts would remain significant and unavoidable.

4.2 TRANSPORTATION AND CIRCULATION

A. SUMMARY

The proposed project is expected to generate approximately 9,033 total daily trips in the vicinity of the project site, with 608 trips occurring during the AM peak hour and 707 trips occurring during the PM peak hour. All study area intersections and roadway segments would operate at acceptable levels of service under project and cumulative conditions. The project would add more than 1 percent of capacity on several segments of State Routes 85 and 237. Although the project would be required to adopt transportation demand management measures to try to reduce the number of auto trips, because effectiveness of these measures cannot be guaranteed, the impact to freeway segments would remain significant. Project impacts to internal circulation and access, emergency access, parking, pedestrians, cyclists, and alternative transportation policies and programs would be less than significant.

B. INTRODUCTION

This section discusses potential project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and bicycles. The discussion is based primarily on the following study: "Draft Report, "Palo Alto Medical Foundation (PAMF) Traffic Impact Study in the City of Mountain View," TJKM Transportation Consultants, May 5, 2004. The TJKM report is on file and available for review at the City of Mountain View. The EIR is also based partly on the draft report "Transportation Impact Analysis for the Palo Alto Medical Foundation Mountain View Project," August 18, 2003, prepared for PAMF by Fehr & Peers Associates, Inc. The Fehr & Peers report is included as **Appendix 4.2** of this EIR.

C. SETTING

C1. Roadway Network

The regional and local roadways in the project vicinity are shown on **Figure 4.2-1, Vicinity Map**.

Regional Access

State Route 85 (SR 85) and State Route 237 provide regional access to the project site.

State Route 85: SR 85 is a six-lane (two mixed-flow and one High Occupancy (HOV) lane in each direction) freeway extending from US 101 southward to San Jose. Interchanges at SR 237 and El Camino Real provide access to the project site.

State Route 237: SR 237 is a four- to six-lane freeway that extends from Mountain View east toward Sunnyvale. Near the project site, SR 237 ends as a freeway at El Camino Real and becomes Grant Road.

Local Access

Direct access to the project site is provided via a driveway to The Americana. Local access to the project site is provided by El Camino Real.

The Americana: The Americana is a four-lane, north-south collector roadway providing direct access to the project site. North of El Camino Real, The Americana becomes Sylvan Avenue and provides direct access to eastbound SR 237. The Americana provides access to a residential development to the south, a shopping center with an Albertson's store to the east, and the project site to the west.

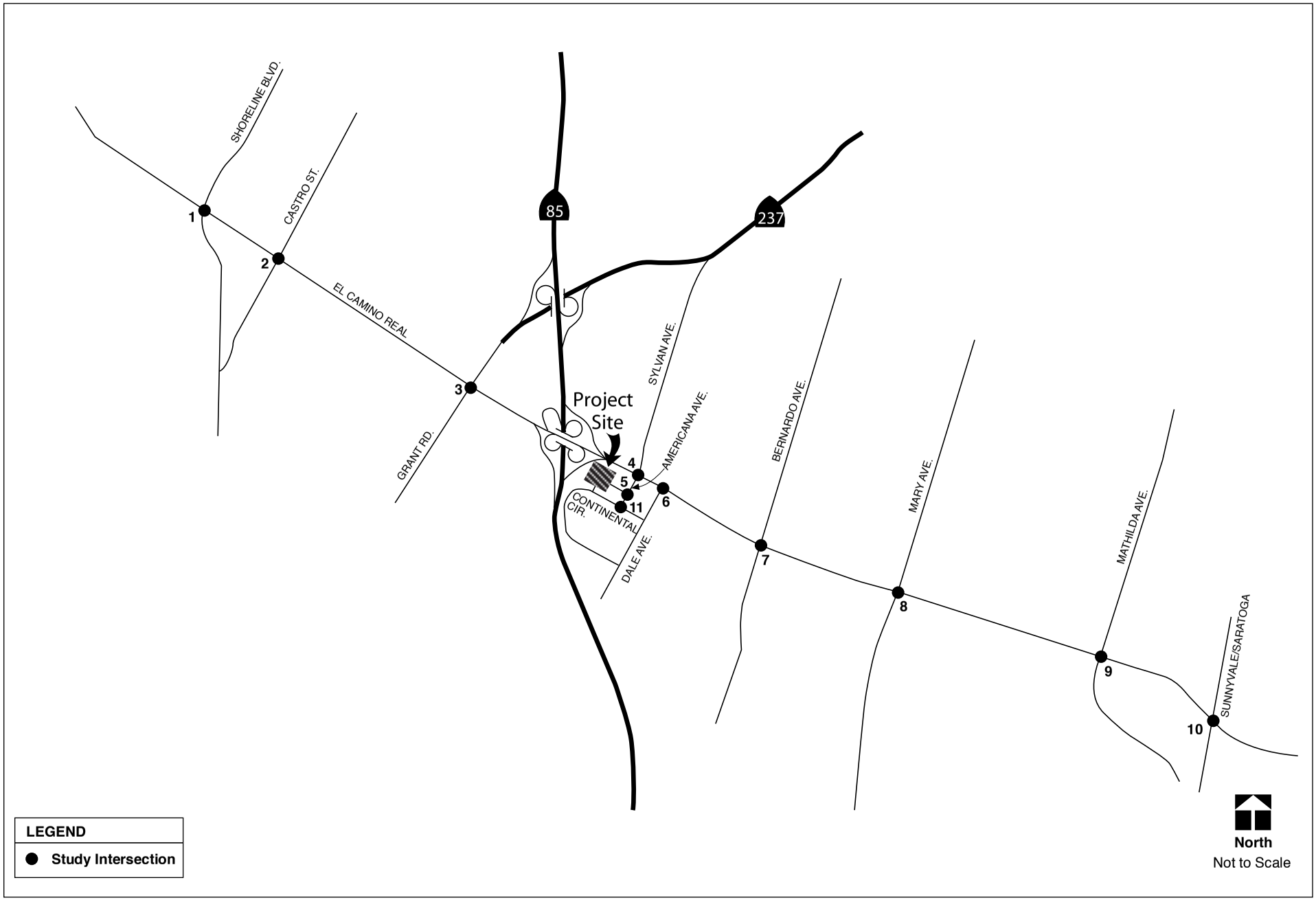
El Camino Real: El Camino Real (SR 82) is a six-lane arterial roadway in Mountain View and runs parallel to US 101. It provides access to retail, commercial, and residential development throughout its entire length. Access to the project site is provided via a signalized intersection with The Americana.

C2. Existing Intersection Operating Conditions

Capacity constraints on the local road network usually occur at local intersections. Consequently, most traffic impact analyses focus on the volume of traffic compared to the capacity at the intersection. Levels of congestion at each intersection during the peak periods are often shown by a Level of Service (LOS) analysis. A level of service rating is a qualitative description of intersection operations and is reported using an A through F letter rating system. LOS A indicates free flow conditions with little or no delay and LOS F indicates jammed conditions with excessive delays and long back-ups. The methodology is described in detail in Appendix A of the TJKM traffic report.

The operating conditions at the signalized study intersections were evaluated using the 2000 Highway Capacity Manual (HCM) Operations Method contained in TRAFFIX software for both the AM and PM peak hours. This method calculates and correlates levels of service based on the average "control delay" experienced at the intersection (in seconds per vehicle). "Control delay" includes initial deceleration, queue move-up time, stopped delay, and final acceleration. The default saturation flow rates (proper capacity to assume for certain types of lanes) were adjusted to comply with the Congestion Management Program (CMP) methodology, adopted by the Santa Clara Valley Transportation Authority (VTA).

The 2000 HCM Unsignalized Method was used for the unsignalized intersections for both the AM and PM peak hours. Similar to signalized intersections, LOS is based on the average "control delay" in seconds per vehicle. For two-way stop controlled intersections, LOS is based on and reported for the worst case turning movement in any one lane. For all-way stop controlled intersections, LOS is based on the average control delay experienced on all approaches.



SOURCE: TJKM Transportation Consultants, 2004

FIGURE 4.2-1

Vicinity Map

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Existing intersection operating conditions were evaluated at 11 intersections for the weekday AM and PM peak hours as shown on **Figure 4.2-1**.[1] (The actual peak hour within the peak period was chosen for each of the intersections studied.) Eight of the intersections are signalized; three of the intersections are controlled by stop signs. **Figure 4.2-2, Existing Lane Geometry,** shows the existing lane geometries and the control types (signal or stop sign) at the study intersections. The existing lane configuration, traffic control devices, and cycle lengths at the study intersections were obtained during a field visit during the AM and PM peak hours.

Turning movement counts at all study intersections were conducted during December 2003 and January 2004. **Figure 4.2-3, Existing Peak Hour Turning Movement Volumes,** illustrates the existing peak hour turning movement volumes at the study intersections.

Table 4.2-1, Intersection Level of Service Analysis, Existing Conditions, summarizes the results of the intersection analysis. The detailed LOS calculations (TRAFFIX Output) and segment count datasheets are contained in Appendix B of the TJKM traffic report. As the table indicates, all study intersections operate at acceptable service levels (LOS D or better for City intersections and LOS E or better for CMP intersections) during both the AM and PM peak hours.

Fehr & Peers Associates conducted field observations of the intersections they studied (which included most of the intersections studied for the TJKM traffic report) in July 2003. During the AM peak hour, all intersections were observed to operate at levels consistent with the results of the level of service analysis. During the PM peak hour, operating issues were identified at the Project Site Driveway/The Americana intersection, where several vehicles made southbound U-turns; and at the El Camino Real/Grant Road intersection, where vehicles traveling eastbound faced delays.

TJKM conducted field observations of the 11 study intersections in December 2003. Based on these observations, all of the study intersections appeared to operate at levels consistent with the results of the level of service analysis. The eastbound left-turn storage (currently two left turn lanes) on El Camino Real at SR 237/Grant Road was observed to be insufficient during the AM peak hour with some queue spillover onto subsequent cycles. Given the limited weaving spacing between the northbound SR 85 off-ramp and the eastbound left-turn lane on El Camino Real at Sylvan Avenue, it appeared that some drivers chose to make southbound U-turns at the Albertson's/The Americana/Future Main Project Driveway intersection to access northbound Sylvan Avenue during the PM peak hour.

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1 The study intersections were chosen in consultation with City of Mountain View staff.

Table 4.2-1
Intersection Level of Service Analysis, Existing Conditions

Intersection	*Control*	*AM Peak Hour*		*PM Peak Hour*	
		Average Delay[1]	*LOS*	*Average Delay*[1]	*LOS*
Shoreline Blvd./El Camino Real*	Signal	36.2	D+	33.0	C-
Castro St./El Camino Real*	Signal	28.4	C	35.0	D+
Grant Rd./SR-237/El Camino Real*	Signal	46.3	D	47.3	D
Sylvan/The Americana/El Camino Real	Signal	30.0	C	24.5	C
The Americana/PAMF/Albertson's Dwy	All-Way Stop	9.3	A	9.0	A
Dale Ave./El Camino Real	Two-Way stop	0.4 (12.2)	A (B)	1.2 (15.4)	A (C)
Bernardo Ave./El Camino Real	Signal	36.1	D+	35.5	D+
Mary Ave./El Camino Real*	Signal	36.5	D+	44.6	D
Mathilda Ave./El Camino Real*	Signal	38.1	D+	39.7	D
Sunnyvale/Saratoga/El Camino Real	Signal	29.7	C	31.8	C
The Americana/Continental Circle	All-Way Stop	8.7	A	7.9	A

Notes: LOS = Level of service.

1 Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.

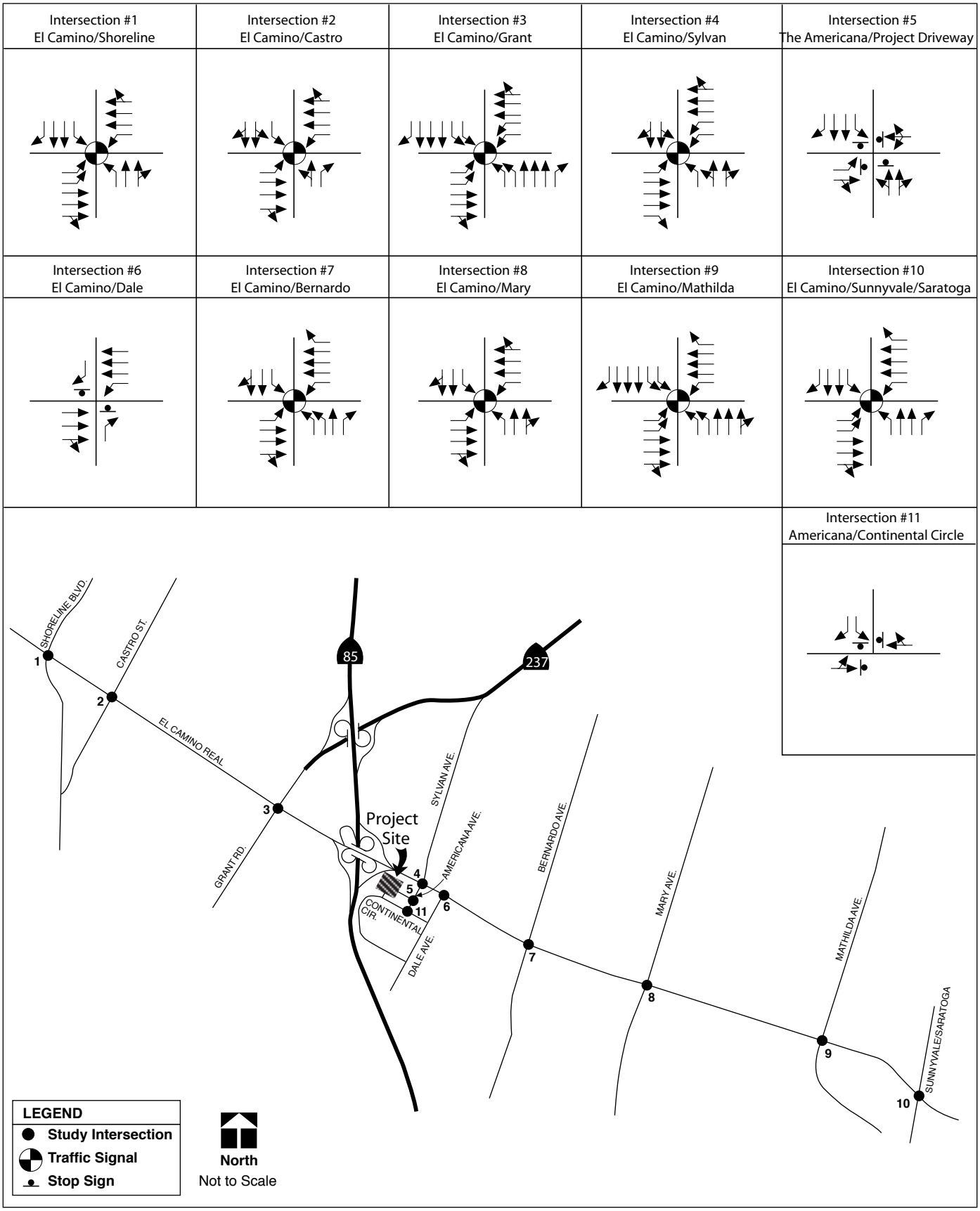
X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).

* denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better.

C3. Roadway Segments

Weekday segment counts (directional machine counts) were conducted on Continental Circle west of The Americana in the vicinity of the project site on December 10 and 11, 2003. The average daily traffic (ADT) on Continental Circle west of The Americana is approximately 2,750 vehicles per day (vpd) on a weekday. The ADT on Continental Circle east of The Americana is approximately 3,220 vpd on a weekday, based on counts taken on March 24 and 25, 2004. According to the City of Mountain View, daily traffic volumes on Sylvan Avenue are 5,250 vpd.[2] The ADT for Continental Circle and Sylvan are shown in **Table 4.2-2, Traffic Volumes on Local Roadway Segments**.

2 Belluomini, Dennis, City of Mountain View, personal communication, June 6, 2004.



SOURCE: TJKM Transportation Consultants, 2004

FIGURE **4.2-2**

Existing Lane Geometry

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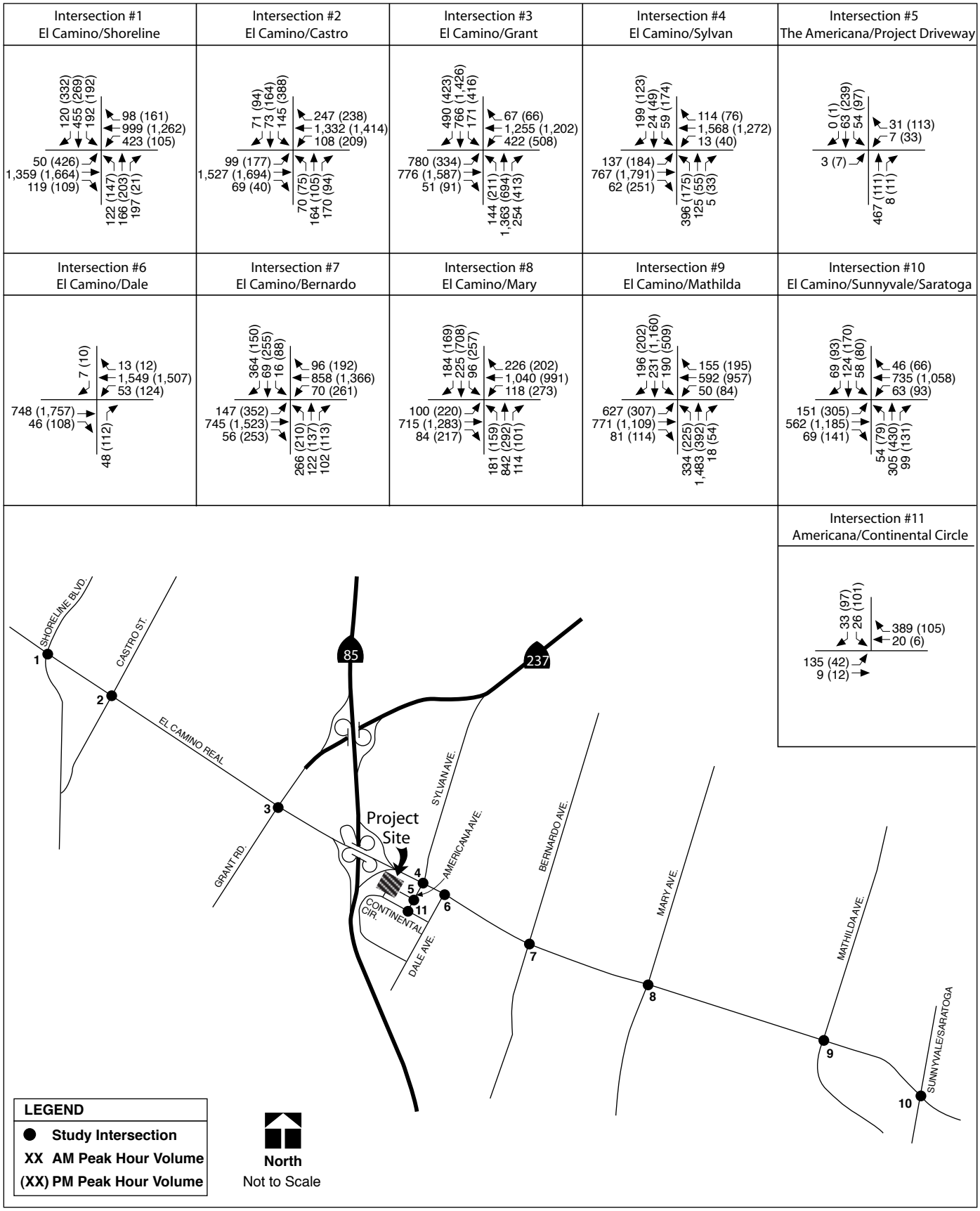

SOURCE: TJKM Transportation Consultants, 2004

FIGURE **4.2-3**

Existing Peak Hour Turning Movement Volumes

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Table 4.2-2
Traffic Volumes on Local Roadway Segments

Roadway Segment	*Vehicles Per Day*
Continental Drive	
west of The Americana	2,750
east of The Americana	3,200
Sylvan Avenue	5,250

Source: TJKM and City of Mountain View, 2004

C4. Existing Freeway Operating Conditions

The results of the freeway analysis (conducted per VTA guidelines) indicate that the following segments currently operate at an unacceptable LOS F:

- Northbound SR 85, I-280 to Homestead mixed-flow lanes (AM peak hour only)
- Northbound SR 85, Homestead to Fremont mixed-flow and HOV lanes (AM peak hour only)
- Northbound SR 85, Fremont to El Camino Real mixed-flow and HOV lanes (AM peak hour only)
- Northbound SR 85, Central Expressway to US 101 mixed-flow and HOV lanes (AM peak hour only)
- Southbound SR 85, Fremont to Homestead mixed-flow lanes (PM peak hour only)
- Southbound SR 85, El Camino Real to Fremont mixed-flow lanes (PM peak hour only)
- Southbound SR 85, SR 237 to El Camino Real mixed-flow lanes (PM peak hour only)
- Southbound SR 85, Central Expressway to SR 237 mixed-flow lanes (PM peak hour only)
- Eastbound SR 237, SR 85 to Central Expressway (AM peak hour only)
- Westbound SR 237, SR 85 to El Camino Real (PM peak hour only)
- Westbound SR 237, Central Expressway to SR 85 (PM peak hour only)
- Westbound SR 237, Maude Avenue to Central Expressway (PM peak hour only)

Additional detail on the freeway analysis is found in the discussion of freeway impacts, later in this section.

C5. Existing Transit Service

Bus and light rail service in Mountain View is operated by the VTA. Commuter rail service (CalTrain) is provided from San Francisco to Gilroy by the Peninsula Joint Powers Board. The existing transit routes in the vicinity of the site include the following:

Route 22 is a local bus route that provides service between the Eastridge Shopping Center in east San Jose and the Menlo Park CalTrain station. Route 22 operates adjacent to the project site on El Camino Real. This route operates 24 hours per day, 7 days per week. As of January 5, 2004, Route 22 is scheduled to have 10 to 12-minute headways in the eastbound direction between 6:30 a.m. and 6:30 p.m. on weekdays. In the westbound direction, the headway is 10 to 13 minutes between 6:00 a.m. and 8:00 p.m. on weekdays.

Route 34 is a local bus route providing service between the San Antonio Shopping Center in Mountain View and the Santa Clara CalTrain Station. Near the project site, the route operates on El Camino Real and Sylvan Avenue. As of April 12, 2004, Route 34 operates on approximately one-hour headways during weekdays from 8:26 a.m. to 3:29 p.m. in the eastbound direction and from 8:52 a.m. to 3:52 p.m. in the westbound direction at El Camino Real/Sylvan Avenue.

Route 300 is a limited-stop bus route that provides service between south San Jose and Mountain View. Near the project site, the route operates on El Camino Real. Route 300 operates during weekdays only, on 30-minute headways. As of January 5, 2004, Route 300 is scheduled to have 26 to 34-minute headways in the eastbound direction between 5:30 a.m. and 6:30 p.m. In the westbound direction, the headway is 27 to 35 minutes between 5:40 a.m. and 7:15 p.m. on El Camino Real near the project site.

Mountain View-I-880/Milpitas Light Rail Transit (LRT Route 902) is a line that provides service between downtown Mountain View and Milpitas. Service is provided every 10 minutes during commute hours. The nearest LRT station is in downtown Mountain View, near the intersection of Castro Street and Central Expressway. As of May 24, 2004, Route 902 is scheduled to have 15 to 32-minute headways in the eastbound direction between 5:28 a.m. and 10:26 p.m. In the westbound direction, the headway is 15 to 30 minutes between 5:48 a.m. and 10:56 p.m. at the downtown Mountain View station.

CalTrain provides frequent train service between San Jose and San Francisco seven days a week. During commute hours, CalTrain provides extended service to Morgan Hill and Gilroy. The nearest CalTrain station is the Mountain View station, in downtown Mountain View next to the LRT station.

C6. Pedestrian and Cyclist Facilities

Sidewalks are located on both sides of El Camino Real and The Americana in the vicinity of the project site. Pedestrian crosswalks are provided at the intersections of El Camino Real/The Americana and across The Americana at the location of the proposed PAMF Driveway/The Americana.

Bicycle facilities are typically classified as bike paths (Class I), lanes (Class II), and routes (Class III). Bike paths are paved trails that are separated from roadways. Bike lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bike routes are roadways designated for bicycle use by signs only. Bicycle lanes are provided on the following facilities in the vicinity of the project site:

- Sylvan Avenue, north of El Camino Real
- Bernardo Avenue, south of El Camino Real
- Phyllis Avenue, south of El Camino Real
- Pastoria Avenue, north of El Camino Real
- Grant Road, south of Phyllis Avenue
- Shoreline Boulevard
- Mathilda Avenue, south of El Camino Real

Bicycle routes are provided on the following facilities in the vicinity of the project site:

- Dale Avenue between Continental Circle and Heatherstone Avenue
- The Americana
- Continental Circle, between The Americana and Dale Avenue
- Castro Street
- Mary Avenue
- Mathilda Avenue, north of El Camino Real

D. EXISTING PLANS, POLICIES AND REGULATIONS

D1. Mountain View General Plan

Transportation, circulation and parking are addressed in the Circulation Chapter of the Mountain View *General Plan*. The following are the relevant transportation policies in the *General Plan:*

Circulation Chapter

Policy 3. Ensure that future development and the transportation system are in balance.

Policy 23. Ensure that there is secure bicycle parking at centers of public and private activity.

Policy 27. Ensure that pedestrian paths are included within major new developments and public facilities.

E. SIGNIFICANCE THRESHOLDS

The environmental checklist used by the City of Mountain View includes the following criteria for determining whether a project could have a significant transportation impact:

Will the proposed project result in the following environmental effects?

1. Increase vehicle trips or congestion.
2. Exceed level of service standards for intersections, expressways or freeways.
3. Create safety hazards from improper design or unsafe materials.
4. Obstruct emergency access.
5. Provide insufficient parking.
6. Create hazards for pedestrians or bicyclists.
7. Conflict with programs supporting alternative transportation (e.g., bike. racks, bus turnouts).
8. Affect rail, water, or air traffic.

The Initial Study prepared for the proposed project concluded that the project would not affect rail, water, or air traffic because the project site is not adjacent to or in the vicinity of any railroads, waterways, or airports.

The impacts analysis in this EIR is based on the CEQA significance criteria for transportation, circulation and parking defined by the City of Mountain View, as follows.

Local Intersections

The City's level of service standard is LOS D. Therefore, the proposed project would have a significant impact on transportation/traffic if it is expected to cause a City intersection operating at LOS D or better to operate at LOS E or F; or cause an increase in critical delay of 4.0 or more seconds and an increase in the critical volume/capacity (v/c) ratio of 0.010 or more at a City intersection that is projected to operate at LOS E or F with existing plus approved projects. (Information on critical delay was calculated as part of the TJKM analysis, and is included in the calculation sheets in the traffic report appendices.)

The acceptable standard for the Congestion Management Program (CMP) designated intersections is LOS E or better. In other words, the proposed project would have a significant impact if it is expected to cause a CMP intersection to deteriorate from an LOS E or better to an unacceptable service level (LOS F).

Roadway Segments

If the proposed project would generate traffic on a residential collector roadway segment that increases the average daily traffic by 25 percent or 500 vehicle trips (whichever is lower), the project should be evaluated further. A significant impact might occur if the project exceeds this threshold and nears or exceeds the capacity of the roadway.

Freeway Segments

The proposed project would have a significant impact on a freeway segment if (1) the addition of project traffic is expected to cause the operating level of a freeway segment to deteriorate from LOS E or better under existing conditions to LOS F or (2) the number of new trips added to a segment already operating at LOS F under existing conditions is more than one percent of the freeway segment capacity.

F. IMPACTS AND MITIGATION MEASURES

Project Travel Demand Analysis

Trip Generation

The trip generation for the proposed project was estimated based on rates provided in Trip Generation, 6th Edition, published by the Institute of Transportation Engineers (ITE). The proposed Palo Alto Medical Foundation (PAMF) medical office building would have 250,000 square feet of office space and is expected to generate approximately 9,033 total daily trips in the vicinity of the project site, with 608 trips occurring during the AM peak hour and 707 trips occurring during the PM peak hour. Based on a survey of the PAMF medical office building in Palo Alto in June 2002, an in/out split of 43 percent/57 percent was used for the PM peak hour instead of the 27 percent/73 percent split provided in the ITE 6th edition. The trip generation estimates are shown in **Table 4.2-3, Project Trip Generation**.

Table 4.2-3
Project Trip Generation

Land Use	*Size (Ksf)*	*Daily*		*A.M. Peak Hour*					*P.M. Peak Hour*				
		Rate	*Total*	*Rate*	*In/Out*	*In*	*Out*	*Total*	*Rate*	*In/out*	*In*	*Out*	*Total*
MOB[1]	250	36.13	9,033	2.43	80/20	486	122	608	2.83	43/57	304	403	707

MOB[1] = Medical Office Building.
Ksf = thousand square feet.
Trip generation for the P.M. peak-hour only with an in/out split of 43:57 instead of 27:73 provided in ITE 6th edition.
Source: TJKM Transportation Consultants

Trip Distribution and Assignment

Trip distribution assumptions for the proposed project were developed based on existing travel patterns, knowledge of the study area and the input from the City staff. Also, zip code data for both the employees and patients pertaining to Camino Medical Group (CMG)/Palo Alto Medical Foundation (PAMF) were used for deriving the trip distribution assumptions. The traffic from the proposed project is expected to travel to and from the site according to the distribution assumptions shown on **Figure 4.2-4, Project Trip Distribution Assumptions** and **Figure 4.2-5, Detailed Trip Distribution Assumptions**. Project trips added at the study intersections are shown on **Figure 4.2-6, Project Trip Assignment**.

Ninety one percent of the total project trips are assumed to use the main project driveway on The Americana, while nine percent of the total project trips are assumed to use the proposed driveway on Continental Circle.[3] Twenty-five percent of the total project trips coming from or going to the general area southeast of the project site are assumed to use Continental Circle and Dale Avenue to access the project site. Eighty percent of the trips using this path (Continental Circle-Dale Avenue-El Camino Real) are expected to use the project driveway on Continental Circle and the remaining twenty percent, the project driveway on The Americana.

Outbound project traffic would have multiple ways to access westbound SR 237, including the following:

- Via northbound Highway 85, which has an on-ramp on El Camino Real.
- Via the eastbound SR 237 on-ramp at the north end of Sylvan Avenue.
- Via the eastbound SR 237 on-ramp at the El Camino Real/Grant Road intersection.

It was assumed that six percent of outbound project traffic would use Sylvan Avenue to access eastbound SR 237. Since there is not an off-ramp from SR-237 that leads directly to Sylvan Avenue, no inbound project trips were assumed to use Sylvan Avenue.

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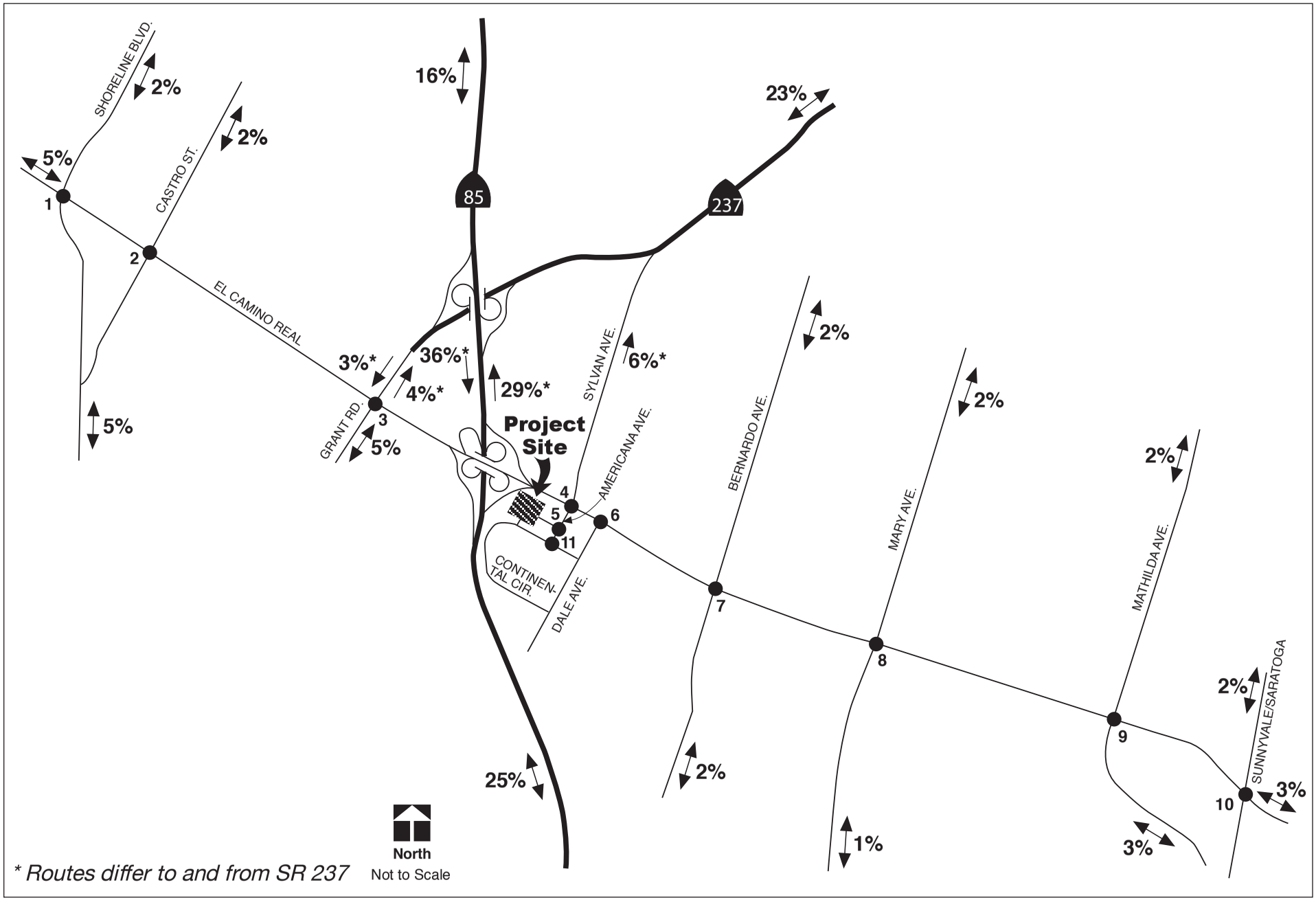
[3] This assumption was based on the location and distribution of patient and employee parking, a proposed requirement that employees use the main project driveway on The Americana, and the distribution of services within the facility (the high-turnover clinics would be located on the second and third levels of the facility and the low-turnover activities would be located on the first floor). Also, the design and layout of the lower level of the proposed parking structure would direct patients to the ramps that lead to the main driveway on The Americana.



SOURCE: TJKM Transportation Consultants, 2004

FIGURE 4.2-4

Project Trip Distribution Assumptions

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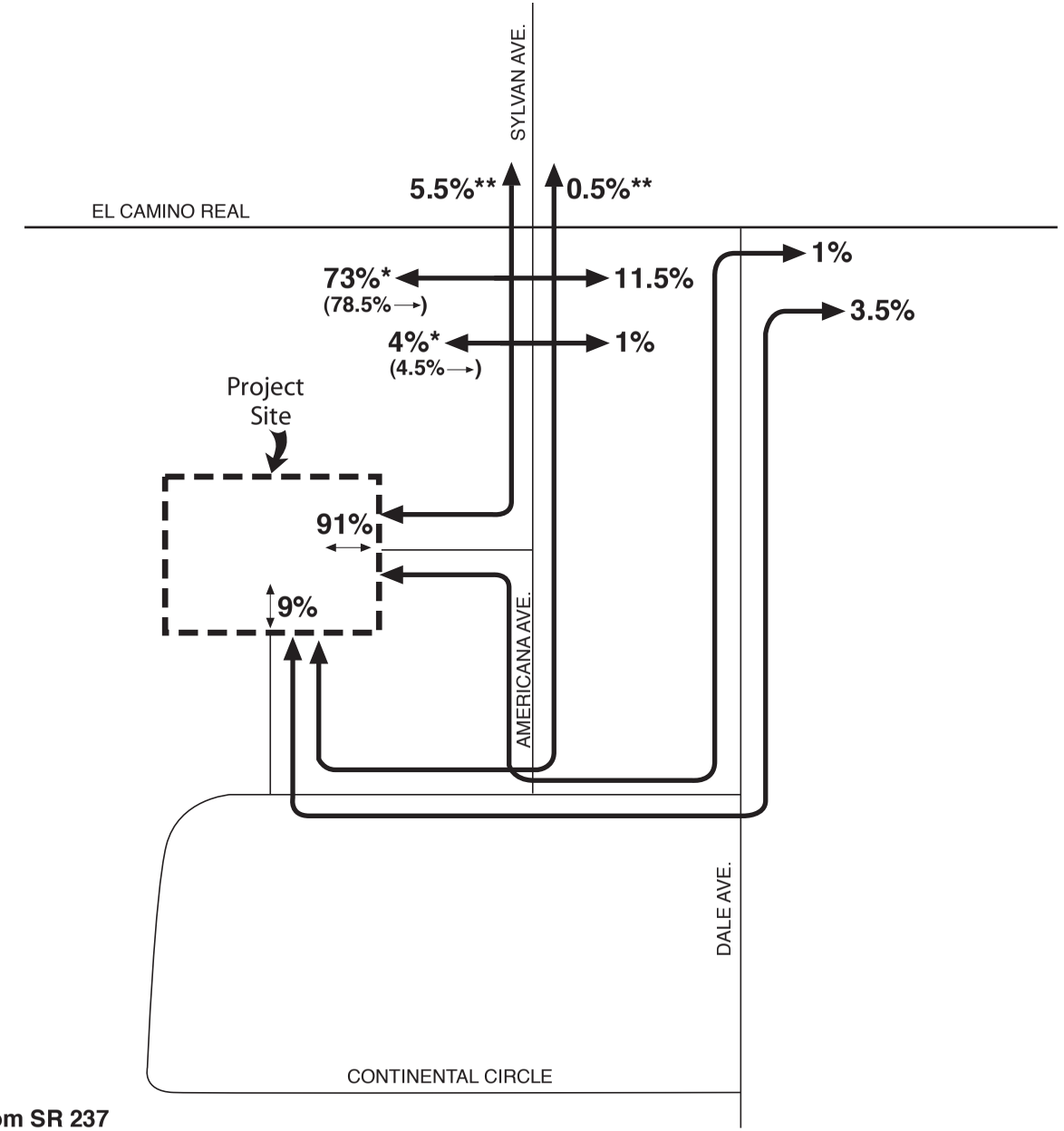

* Routes differ to and from SR 237

** No inbound project trips coming from SR 237 would use Sylvan Ave.

SOURCE: TJKM Transportation Consultants, 2004

FIGURE 4.2-5

Detailed Trip Distribution Assumptions

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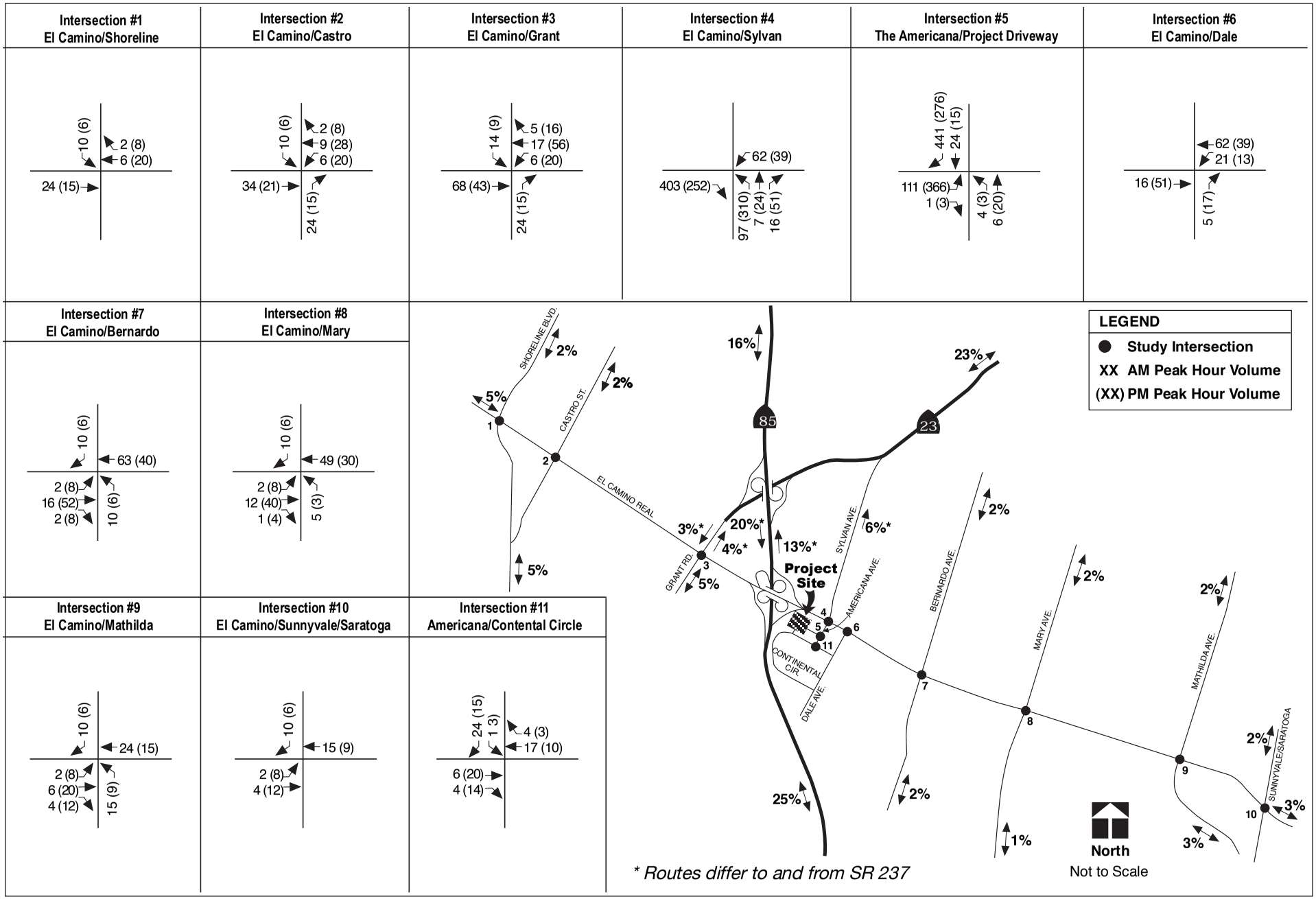

SOURCE: TJKM Transportation Consultants, 2004

FIGURE 4.2-6

Project Trip Assignment

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Impact Analysis

Traffic-1: Impacts to Local Intersections

This impact analysis partly addresses Items 1 and 2 in the City's Environmental Checklist Form (increase vehicle trips or congestion and exceed level of service standards for intersections, expressways, or freeways).

Impacts

Figure 4.2-7, Existing Plus Project Peak Hour Turning Movement Volumes, illustrates the Existing plus Project turning movement volumes and **Table 4.2-4, Intersection LOS, Existing Plus Project Conditions**, summarizes the results of the intersection analysis. The detailed LOS calculations are contained in Appendix C of the TJKM traffic report.

Under Existing plus Project Conditions, all the study intersections are expected to operate acceptably during both the AM and PM peak hours. The intersection of The Americana/PAMF driveway (currently a four-way stop controlled) would be signalized as part of the project. The proposed signal at the project driveway would be coordinated with the existing signal at El Camino Real/The Americana/Sylvan Avenue to minimize the queue between these closely spaced intersections. Also, the north-south split phase operation on The Americana/Sylvan Avenue at El Camino Real would be replaced with a protected left turn phasing with more green time allocated to the northbound left turn movement (which is expected to be mostly project traffic). The northbound segment of The Americana would be restriped to accommodate the two left turn lanes and one additional through lane that would allow an optional right turn. These proposed improvements would further ensure that project impacts to local intersections would be minimized. Considering the discussion above, project impacts to local intersections would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Traffic-2: Roadway Segment Impacts

This impact analysis partly addresses Items 1 and 2 in the City's Environmental Checklist Form (increase vehicle trips or congestion and exceed level of service standards for intersections, expressways, or freeways).

Table 4.2-4
Intersection LOS - Existing plus Project Conditions

Intersection	*Control*	*AM Peak Hour*		*PM Peak Hour*	
		Average Delay[1]	*LOS*	*Average Delay*[1]	*LOS*
Shoreline Blvd./El Camino Real*	Signal	36.5	D+	33.1	C-
Castro St./El Camino Real*	Signal	29.1	C	35.5	D+
Grant Rd./SR-237/El Camino Real*	Signal	46.4	D	49.2	D
Sylvan/The Americana/El Camino Real	Signal	31.2	C	31.3	C
The Americana/PAMF/Albertson's Dwy.	All-Way Stop	13.9	B	17.2	C
Dale Ave./El Camino Real	Two-Way stop	0.5 (12.4)	A (B)	1.4 (16.3)	A (C)
Bernardo Ave./El Camino Real	Signal	36.2	D+	35.8	D+
Mary Ave./El Camino Real*	Signal	36.6	D+	45.1	D
Mathilda Ave./El Camino Real*	Signal	38.3	D+	39.8	D
Sunnyvale/Saratoga/El Camino Real	Signal	29.7	C	31.5	C
The Americana/Continental Circle	All-Way Stop	9.1	A	8.1	A

Notes: LOS = Level of service.

[1] Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.

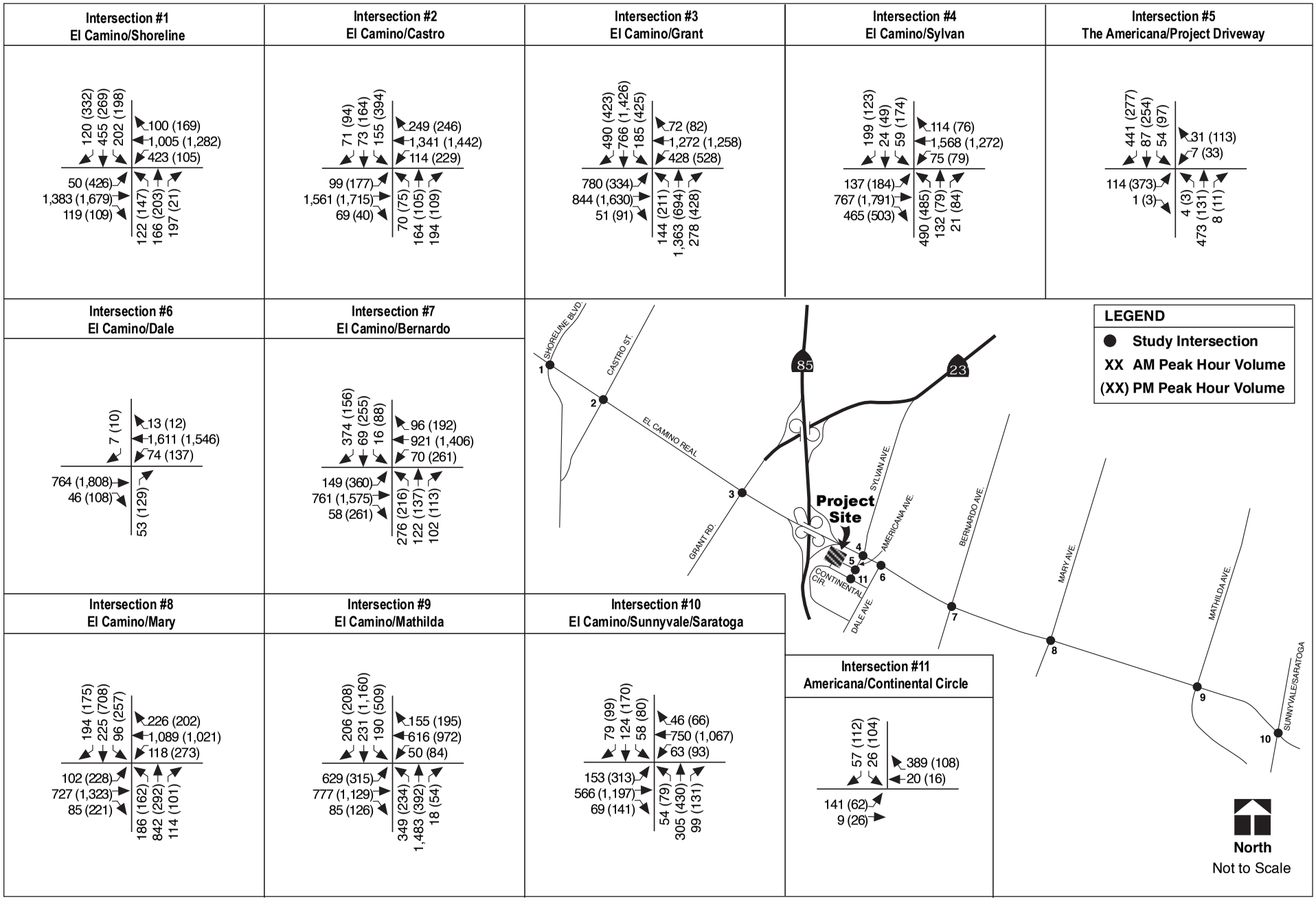
X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).

* denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better.

Source: TJKM Transportation Consultants

Impacts

As mentioned above, approximately nine percent of the total project trips (i.e., 813 ADT) are expected to use the proposed driveway on Continental Circle. This addition of project traffic to Continental Circle would exceed the threshold of an increase of 500 ADT. As such, this analysis considered the capacity of the roadway to determine if the project's contribution of traffic trips to Continental Circle, west of The Americana, would be significant. As previously stated, the weekday ADT on Continental Circle west of The Americana is approximately 2,750 vehicles per day (vpd). Thus, with the addition of project traffic, the total ADT on this portion of Continental Circle is expected to be approximately 3,563. An ADT of 3,563 is well below the design ADT of 10,000 vpd that is often used for two-lane residential collectors, including Continental Circle. Furthermore, the intersection LOS analysis indicates that the intersection of Continental Circle/The Americana would continue to operate at LOS A during both the AM and PM peak hours with the project. Therefore, project impacts to Continental Circle, west of The Americana, would be less than significant.



SOURCE: TJKM Transportation Consultants, 2004

FIGURE 4.2-7

Existing Plus Project Peak Hour Turning Movement Volumes

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Currently, the ADT on Continental Circle east of The Americana is 3,220 vpd. Approximately 4.4 percent of the total project trips (i.e., 397 ADT) are expected to use Continental Circle east of The Americana to and from the Dale Avenue/El Camino Real intersection. As such, the project's contribution of traffic trips to Continental Circle, east of The Americana would not exceed the threshold of an increase of 25 percent over existing ADT or an increase of 500 ADT (whichever is lower). Thus, project impacts to Continental Circle, east of The Americana, would be less than significant.

Some drivers leaving the project site would need to get to SR 237 to get to their final destination. To access SR 237, drivers leaving the site would have two options: 1) traveling along westbound El Camino Real to northbound SR 85 to SR 237; or 2) traveling along northbound Sylvan Avenue to SR 237. Those who are not familiar with the project area (specifically Sylvan Avenue) would not know that SR 237 is accessible from Sylvan Avenue. Given that SR 85 is clearly visible from the project site and considering that these drivers going to the project site arrived by traveling along SR 237 to SR 85 to El Camino Real, they would likely return the same way. Further, a driver leaving the site would have to wait for a green light to cross El Camino Real to get to Sylvan Avenue. The project would provide two dedicated left turn lanes with a protected left-turn phase that would occur either before or at the same time as the northbound through movements. The proposed configuration of the intersection and signal timing would encourage left turns rather than through movements. For these reasons, it was assumed that most visitors leaving the project site would use El Camino Real.

However, the preparers of the EIR considered that if one route were more attractive than the other (i.e., one route would offer more time savings), drivers leaving the site might select that route over the other. For this reason, TJKM conducted travel time runs via the two route options on the afternoon of Thursday, February 26, 2004. The results of these time runs showed that reaching SR 237 via these two route options took approximately the same amount of time. Given the reasons stated above, it is expected that drivers leaving the project site who intend to get to SR 237 would use El Camino Real, because it would seem the most probable route.

Based on the traffic analysis conducted by TJKM, the proposed project is expected to contribute 270 ADT to Sylvan Avenue, which represents approximately 5 percent of the existing ADT on Sylvan Avenue. As such, the project's contribution of traffic trips to Sylvan Avenue would not exceed the threshold of an increase of 25 percent over existing ADT or an increase of 500 ADT (whichever is lower). Thus, project impacts to Sylvan Avenue would be less than significant.

For the reasons stated above, project impacts on roadway segments would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Traffic-3: Freeway Impacts

This impact analysis partly addresses Items 1 and 2 in the City's Environmental Checklist Form (increase vehicle trips or congestion and exceed level of service standards for intersections, expressways, or freeways).

Impacts

Segments of SR 85 and SR 237 were reviewed to evaluate the expected impact of project traffic. A capacity of 2,300 vehicles per hour per lane (vphpl) is used where there are three or more lanes, including High Occupancy Vehicle (HOV) lanes, in one direction. When there are fewer than three lanes, a capacity of 2,200 vphpl is used. CMP guidelines require that mixed-flow lanes and HOV lanes be analyzed separately. For the purpose of this analysis, it was assumed that the project trips using the HOV lanes would be similar to the proportion to existing use of HOV lanes, with project use of HOV lanes assumed to be no more than 15 percent.

Table 4.2-5, Project Freeway Segment Analysis (AM peak hour) and **Table 4.2-6, Project Freeway Segment Analysis (PM peak hour)** summarize the project freeway segment analysis. The detailed calculation spreadsheets are presented in Appendix D of the TJKM traffic report. The results of the freeway segment analysis indicate that the proposed project would have a significant impact on the following freeway segments (because it would add traffic equaling more than one percent of the roadway capacity to segments currently operating at LOS F):

- Northbound SR 85, I-280 to Homestead mixed-flow lanes (AM peak hour only)
- Northbound SR 85, Homestead to Fremont mixed-flow lanes (AM peak hour only)
- Northbound SR 85, Fremont to El Camino Real mixed-flow lanes (AM peak hour only)
- Southbound SR 85, SR 237 to El Camino Real mixed-flow lanes (PM peak hour only)
- Southbound SR 85, El Camino Real to Fremont mixed-flow lanes (PM peak hour only)
- Southbound SR 85, Fremont to Homestead mixed-flow lanes (PM peak hour only)
- Westbound SR 237, Maude Avenue to Central Expressway mixed-flow lanes (PM peak hour only)
- Westbound SR 237, Central expressway to SR 85 mixed-flow lanes (PM peak hour only)

Table 4.2-5
Project Freeway Segment Analysis (AM peak hour)

Facility	*Dir*	*From*	*To*	*Project LOS*		*% Traffic Added*		*Impact*	
				Mixed	*HOV*	*Mixed*	*HOV*	*Mixed*	*HOV*
SR 85	**NB**	**I-280**	**Homestead**	**F**	C	**2.3%**	1.0%	**Yes**	No
SR 85	**NB**	**Homestead**	**Fremont**	**F**	F	**2.3%**	1.0%	**Yes**	No
SR 85	**NB**	**Fremont**	**El Camino Real**	**F**	F	**2.3%**	1.0%	**Yes**	No
SR 85	NB	El Camino Real	SR 237	E	D	0.6%	0.3%	No	No
SR 85	NB	SR 237	Central Expwy	D	C	0.4%	0.2%	No	No
SR 85	NB	Central Expwy	US 101	F	F	0.4%	0.2%	No	No
SR 85	SB	US 101	Central Expwy	C	A	1.4%	0.7%	No	No
SR 85	SB	Central Expwy	SR 237	C	A	1.4%	0.7%	No	No
SR 85	SB	SR 237	El Camino Real	D	A	3.2%	1.5%	No	No
SR 85	SB	El Camino Real	Fremont	D	A	0.6%	0.3%	No	No
SR 85	SB	Fremont	Homestead	D	B	0.6%	0.3%	No	No
SR 85	SB	Homestead	I-280	C	A	0.6%	0.3%	No	No
SR 237	WB	US 101	Maude Ave	C	N/A	2.5%	N/A	No	N/A
SR 237	WB	Maude Ave	Central Expwy	B	N/A	2.5%	N/A	No	N/A
SR 237	WB	Central Expwy	SR 85	D	N/A	2.5%	N/A	No	N/A
SR 237	WB	SR 85	El Camino Real	C	N/A	0.3%	N/A	No	N/A
SR 237	EB	El Camino Real	SR 85	D	N/A	0.1%	N/A	No	N/A
SR 237	EB	SR 85	Central Expwy	F	N/A	0.6%	N/A	No	N/A
SR 237	EB	Central Expwy	Maude Ave	D	N/A	0.6%	N/A	No	N/A
SR 237	EB	Maude Ave	US 101	E	N/A	0.6%	N/A	No	N/A

Notes: Project density calculated as per VTA guidelines. HOV percentage assumed to be the same as existing percentage of HOV on each segment. For segments where HOV percentage was greater than 15%,

15% project traffic was assumed in the HOV lanes.

% Traffic added was calculated by dividing the number of project trips by the corresponding segment's capacity as per VTA guidelines.

Impacted segments are shown in **bold**.

Source: TJKM Transportation Consultants

Mitigation Measures

Mitigating project impacts to the segments of SR 85 and SR 237 would require physical improvements to those roadways. Such improvements are within the authority of Caltrans and the VTA and are not within the City or applicant's ability to implement. The VTA is currently preparing a study of proposed improvements to SR 237. This study will be complete within the next six months. Further, the VTA has recently completed a study of SR 85 to determine the improvements needed to improve LOS along the

Table 4.2-6
Project Freeway Segment Analysis (PM peak hour)

Facility	*Dir*	*From*	*To*	*Project LOS*		*% Traffic Added*		*Impact*	
				Mixed	*HOV*	*Mixed*	*HOV*	*Mixed*	*HOV*
SR 85	NB	I-280	Homestead	B	A	1.4%	0.6%	No	No
SR 85	NB	Homestead	Fremont	D	B	1.4%	0.6%	No	No
SR 85	NB	Fremont	El Camino Real	D	A	1.4%	0.6%	No	No
SR 85	NB	El Camino Real	SR 237	C	A	2.2%	1.0%	No	No
SR 85	NB	SR 237	Central Expwy	C	C	1.2%	0.5%	No	No
SR 85	NB	Central Expwy	US 101	C	B	1.2%	0.5%	No	No
SR 85	SB	US 101	Central Expwy	D	B	0.9%	0.4%	No	No
SR 85	SB	Central Expwy	SR 237	F	C	0.9%	0.4%	No	No
SR 85	**SB**	**SR 237**	**El Camino Real**	**F**	C	**2.0%**	0.9%	**Yes**	No
SR 85	**SB**	**El Camino Real**	**Fremont**	**F**	D	**1.9%**	0.8%	**Yes**	No
SR 85	**SB**	**Fremont**	**Homestead**	**F**	D	**1.9%**	0.8%	**Yes**	No
SR 85	SB	Homestead	I-280	D	C	1.9%	0.8%	No	No
SR 237	WB	US 101	Maude Ave	D	N/A	1.6%	N/A	No	N/A
SR 237	**WB**	**Maude Ave**	**Central Expwy**	**F**	N/A	**1.6%**	N/A	**Yes**	N/A
SR 237	**WB**	**Central Expwy**	**SR 85**	**F**	N/A	**1.6%**	N/A	**Yes**	N/A
SR 237	WB	SR 85	El Camino Real	F	N/A	0.2%	N/A	No	N/A
SR 237	EB	El Camino Real	SR 85	C	N/A	0.4%	N/A	No	N/A
SR 237	EB	SR 85	Central Expwy	C	N/A	2.1%	N/A	No	N/A
SR 237	EB	Central Expwy	Maude Ave	C	N/A	2.1%	N/A	No	N/A
SR 237	EB	Maude Ave	US 101	C	N/A	2.1%	N/A	No	N/A

Notes: Project density calculated as per VTA guidelines. HOV percentage assumed to be the same as existing percentage of HOV on each segment. For segments where HOV percentage was greater than 15%, 15% project traffic was assumed in the HOV lanes.

% Traffic added was calculated by dividing the number of project trips by the corresponding segment's as per VTA guidelines.

Impacted segments are shown in **bold**.

Source: TJKM Transportation Consultants

freeway. None of the improvements in these studies are approved or funded at this time. Further, no mechanism has been established through which project applicants can contribute a fair-share payment toward any of the identified improvements.

Traffic-3: According to the CMP TIA guidelines, if a project causes a transportation impact that cannot be reduced to a less-than-significant level, the Lead Agency (the City of Mountain View) must implement, or require the project's sponsor to implement, the following "Countywide Deficiency Plan Immediate Actions List" as part of the project's approval:

A. Bicycle and Pedestrian Actions

A-2 Bike Lockers, Racks, and Facilities at Transit Centers

A-3 Improve Roadside Bicycle Facilities

A-4 Improve Pedestrian Facilities

B. Public Transit

B-3 Shuttle

B-8 Bus Stop Improvements

C. Carpooling, Bus Pooling, Van Pooling, Taxi Pooling

D. High Occupancy Vehicle Facilities

E. Transportation Demand Management (TDM) Programs

E-2 Public Information Programs

F. Traffic Flow Improvements

F-2 Peak Hour Parking and Delivery Restrictions

F-3 Traffic Signal Timing and Synchronization Program

F-4 Traffic Flow Improvements in Urban Areas

G. Site Design Guidelines for New Development

G-1 HOV Parking Preference Program

G-2 Bike Facilities at Development Projects

G-3 Building Orientation Placement at Employment Sites

G-4 Pedestrian Circulation System

G-6 Shuttle Service (New Development)

G-7 Transit Stop Improvements

H. Land Use Program

Significance After Mitigation

Implementation of the Immediate Actions identified by the VTA could help to reduce project trips and the associated contribution to the cumulative impact. Some of the Immediate Actions would be implemented as part of the project, including installation of bike lockers and racks, traffic signal timing and synchronization, and adequate on-site pedestrian circulation. However, some of the Immediate Actions, including but not limited to improvements to roadside bicycle facilities, bus stop improvements, and traffic flow improvements in urban areas, might not be feasible. Further, the effectiveness of the Immediate Actions cannot be guaranteed. In addition, PAMF patients would constitute the majority of

the traffic trips that would be generated by the project. Most of the Immediate Actions pertain to reducing traffic trips through using alternate modes of transportation, such as riding the bus, bicycling, and walking. Given that most of the patients visiting the medical facility would be doing so because of a medical condition, it is highly unlikely that a substantial number of patients would arrive at the site via an alternate mode of transportation. As such, the Immediate Actions would have limited effectiveness for the type of use proposed. For those reasons, the freeway impact would remain significant after mitigation.

Traffic-4: Internal Circulation and Access

This impact analysis addresses Item 3 in the City's Environmental Checklist Form (create safety hazards from improper design or unsafe materials).

Impacts

Access to the project site would be accommodated via two driveways, one on The Americana and one on Continental Circle. The driveway on The Americana would form the west leg of the existing Albertson's driveway/The Americana intersection, which is currently a four-way stop-controlled intersection. The project sponsor has committed to signalizing this intersection. TJKM Transportation Consultants has reviewed the proposed site plan and confirms that the driveway widths, drive aisle widths and the turning radius in the service area would be adequate to accommodate delivery impacts. Therefore, the project impacts on internal circulation and access would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Traffic-5: Emergency Access

This impact analysis addresses Item 4 in the City's Environmental Checklist Form (obstruct emergency access).

Impacts

The City of Mountain View Fire Department has reviewed the project site plan and has confirmed that the site design complies with the Department's requirements for emergency access. Therefore, project impacts related to emergency access would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Traffic-6: Parking Impacts

This impact analysis addresses Item 5 in the City's Environmental Checklist Form (provide insufficient parking).

Impacts

The City of Mountain View City Code requires one parking space for each 225 square feet of gross floor area of Medical Office Building. The project would provide approximately 1,111 parking spaces to serve the PAMF medical office building. This proposed parking would meet the City Code requirement.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Traffic-7: Pedestrian and Cyclist Impacts

This impact analysis addresses Item 5 in the City's Environmental Checklist Form (create hazards for pedestrians or bicyclists).

Impacts

Pedestrian access to the project site would be accommodated via sidewalks along The Americana and El Camino Real. In addition, pedestrian crossings from the parking structure to the building entry would be clearly defined and crosswalk striping would be provided. A traffic signal at The American driveway would provide pedestrian safety.

Bicycles accessing the project site are expected to share the road with vehicles on The Americana. To improve bicycle safety, bicycle racks or lockers would be provided near the southwest corner of El Camino/The Americana/Sylvan Avenue to minimize the need for bicyclists to use The Americana/Albertson's Driveway/Main Project Driveway intersection to access El Camino Real.

The project also includes reservation of an area in the southwestern portion of the project site for the landing of a future pedestrian/bicycle freeway overpass from the Stevens Creek Trail to the project site. Once developed, this overpass would provide bicyclists and pedestrians an alternate, safer route (as opposed to using El Camino Real) to and from the project site.

As a result of the features of the project that would minimize interaction of vehicles with pedestrians and bicycles, the impacts to pedestrians and cyclists would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Traffic-8: Alternative Transportation Policies

This impact analysis addresses Item 7 in the City's Environmental Checklist Form (conflict with programs supporting alternative transportation).

Impacts

The applicable transportation policies that are applicable to the proposed project include the following policies from the City's *General Plan*:

Policy 23. Ensure that there is secure bicycle parking at centers of public and private activity.

Policy 27. Ensure that pedestrian paths are included within major new developments and public facilities.

The proposed project includes secure bicycle parking, including lockers, on the project site for employees and visitors to the medical facility. In addition, the project includes pedestrian pathways through the development that connect from the existing sidewalks along The Americana and El Camino Real and from the proposed parking structure. As such, the project would comply with the applicable transportation policies.

Considering the project site's proximity to public transit, including several bus routes (Routes 22, 34, and 300) and light-transit options (LRT Route 902 and CalTrain located approximately one mile from the project site), employees and patients associated with the project would have a sufficient number of alternative transportation options to travel to and from the site. Given all of the reasons discussed above, project impacts related to alternative transportation policies and programs would be less than significant.

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

Traffic-9: Cumulative Impacts

Impacts

To obtain the cumulative traffic volumes, Year 2003/2004 traffic volumes plus the traffic from the approved developments in the vicinity of the proposed project were assumed to grow at a rate of two percent per year (based on consultation with the City). This annual growth rate yielded a growth factor of 1.06 for three years, and thus the cumulative volumes were estimated by multiplying the existing plus approved volumes by 1.06. Approved projects consist of developments that are under construction, are built but not fully occupied, or that are not built but have final development approval from the City. The following is a list of approved projects obtained from the City of Mountain View and City of Sunnyvale that was used to forecast the cumulative volumes:

- Day Care Center in the City of Mountain View (11.22 Ksf, 192 students)
- Allison BMW Service Center in the City of Mountain View (31.05 Ksf)
- Medical Office Building in the City of Mountain View (40.48 Ksf)
- Mary/Iowa Single-family in the City of Sunnyvale (34 du)
- Mary Manor Single-family housing in the City of Sunnyvale (33 du)
- Menlo Equities Research & Development building in the City of Sunnyvale (984.98 Ksf)
- Bud Kobsa Office building in the City of Sunnyvale (66.59 Ksf)

Figure 4.2-8, Cumulative Peak Hour Turning Movement Volumes, illustrates the Cumulative turning movement volumes. The results of the LOS analysis are summarized in **Table 4.2-7, Intersection LOS - Cumulative Conditions**, and detailed calculations are provided in Appendix E of the TJKM traffic report.

Table 4.2-7
Intersection LOS - Cumulative Conditions

Intersection	*Control*	*AM Peak Hour*		*PM Peak Hour*	
		Average Delay[1]	*LOS*	*Average Delay*[1]	*LOS*
Shoreline Blvd./El Camino Real*	Signal	39.0	D	34.4	C-
Castro St./El Camino Real*	Signal	28.9	C	36.8	D+
Grant Rd./SR-237/El Camino Real*	Signal	57.2	E+	55.3	E+
Sylvan/The Americana/El Camino Real	Signal	32.2	C-	27.3	C
The Americana/PAMF/Albertson's Dwy.	All-Way Stop	9.5	A	9.2	A
Dale Ave./El Camino Real	Two-Way stop	0.4 (12.9)	A (B)	1.3 (16.0)	A (C)
Bernardo Ave./El Camino Real	Signal	36.8	D+	36.7	D+
Mary Ave./El Camino Real*	Signal	38.6	D+	50.0	D
Mathilda Ave./El Camino Real*	Signal	40.3	D+	39.2	D
Sunnyvale/Saratoga/El Camino Real	Signal	29.8	C	31.8	C
The Americana/Continental Circle	All-Way Stop	9.0	A	8.0	A

LOS = Level of service.

[1] Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.

X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).

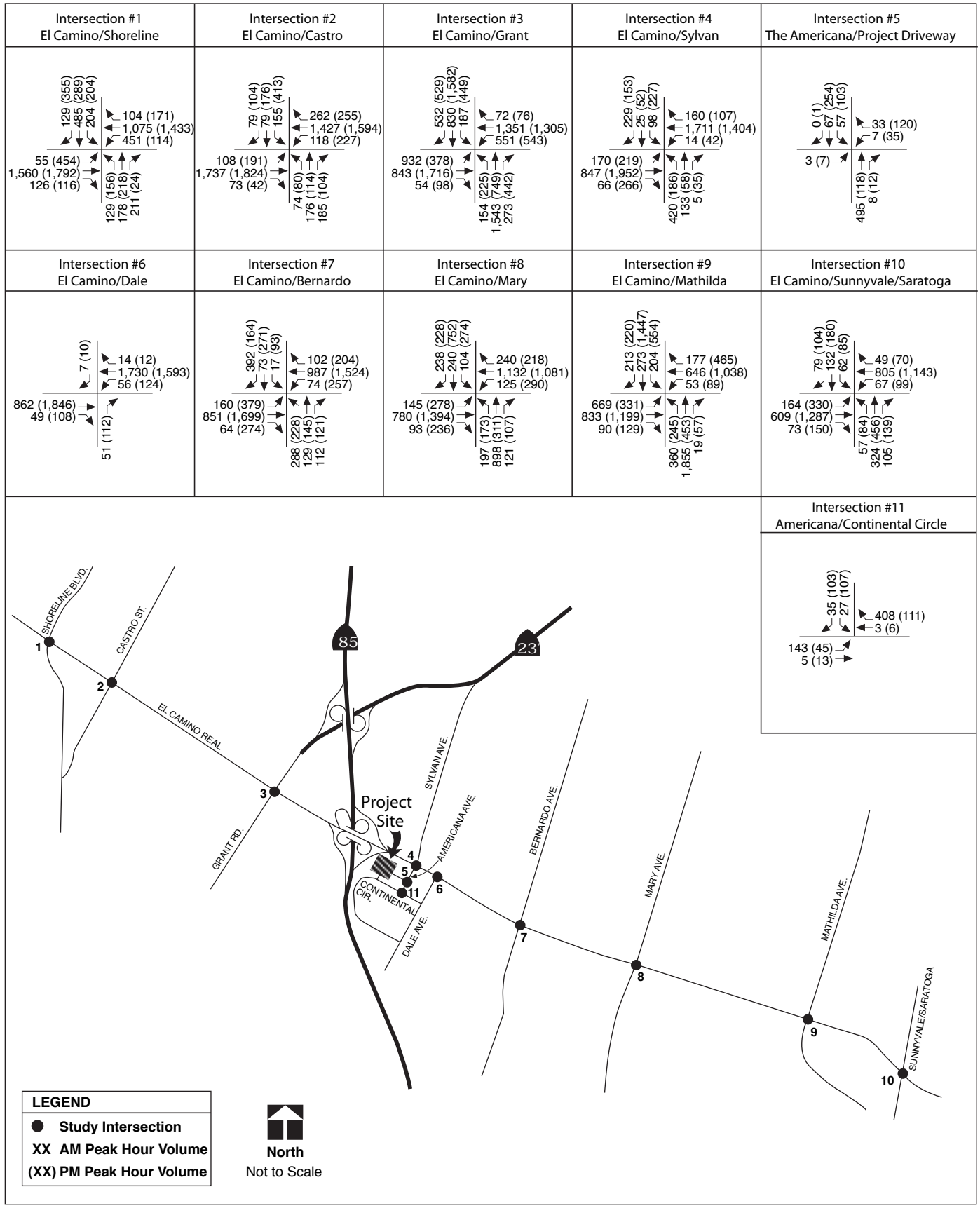
* denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better.

Unacceptable operations and the corresponding mitigations are highlighted in bold.

Source: TJKM Transportation Consultants

Under this scenario, all the study intersections are expected to operate acceptably during both the AM and PM peak hours. The intersection of Grant Road/SR 237/El Camino Real is expected to operate at LOS E+ during both the AM and PM peak hours- an acceptable level of service for a CMP-designated intersection.

Figure 4.2-9, Cumulative Plus Project Peak Hour Turning Movement Volumes, shows the forecasted turning movement volumes for the Cumulative plus Project scenario. **Table 4.2-8, Intersection LOS – Cumulative Plus Project Conditions**, summarizes the results of the LOS analysis. (The detailed LOS calculations are contained in Appendix F of the TJKM report found in **Appendix 4.2** of this EIR.) Although the project would increase the average delay at some of the study intersections, all study intersections would operate at acceptable service levels during both the AM and PM peak hours under Cumulative Plus Project Conditions.



SOURCE: TJKM Transportation Consultants, 2004

FIGURE **4.2-8**

Cumulative Peak Hour Turning Movement Volumes

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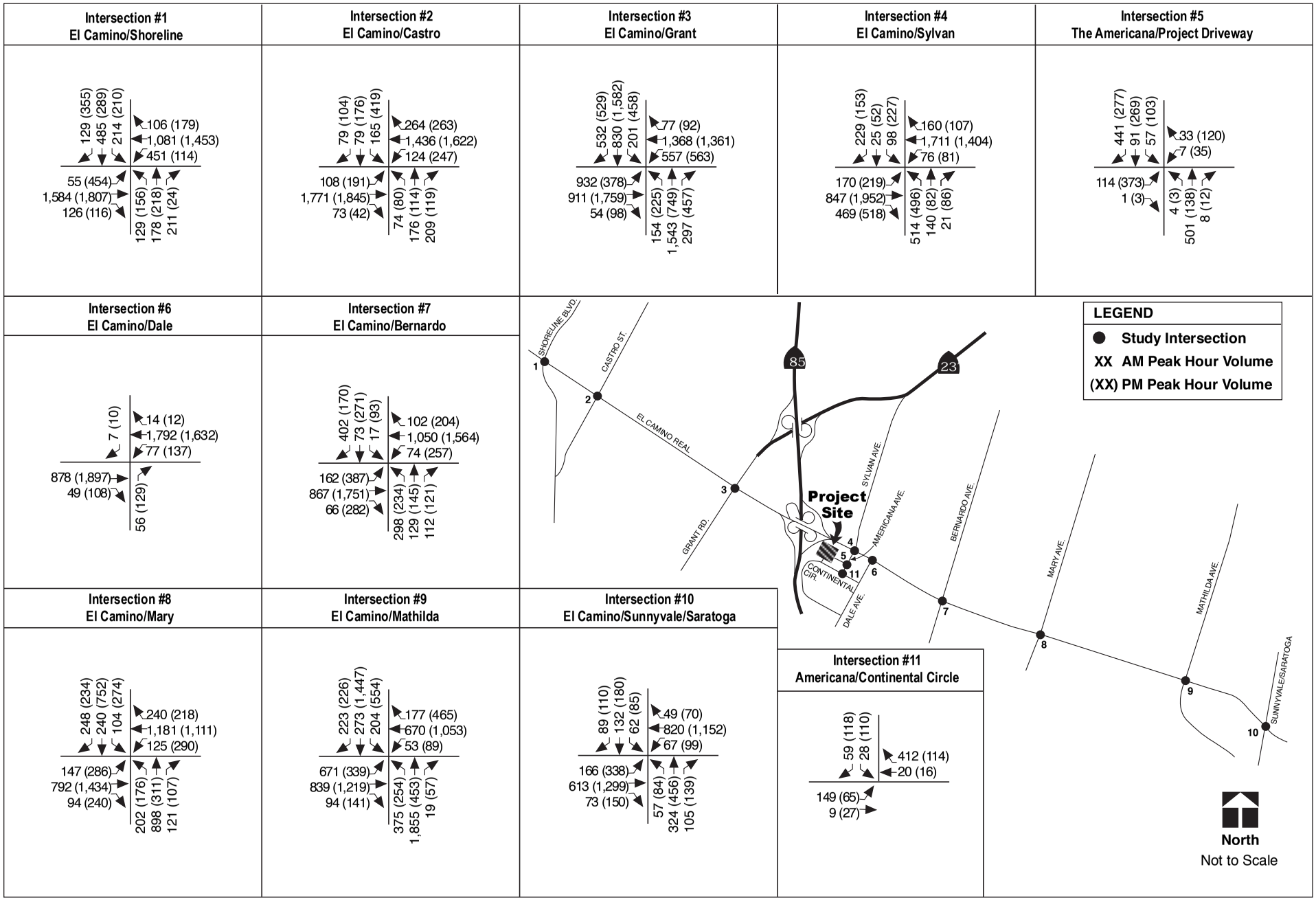

SOURCE: TJKM Transportation Consultants, 2004

FIGURE 4.2-9

Cumulative Plus Project Peak Hour Turning Movement Volumes

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Table 4.2-8
Intersection LOS - Cumulative Plus Project Conditions

Intersection	*Control*	*AM Peak Hour*		*PM Peak Hour*	
		Average Delay[1]	*LOS*	*Average* **Delay**[1]	*LOS*
Shoreline Blvd./El Camino Real*	Signal	39.4	D	34.5	C-
Castro St./El Camino Real*	Signal	29.2	C	37.3	D+
Grant Rd./SR-237/El Camino Real*	Signal	58.3	E+	58.4	E+
Sylvan/The Americana/El Camino Real	Signal	33.3	C-	33.9	C-
The Americana/PAMF/Albertson's Dwy.	All-Way Stop	14.2	B	17.6	C
Dale Ave./El Camino Real	Two-Way stop	0.5 (13.1)	A (B)	1.5 (17.0)	A (C)
Bernardo Ave./El Camino Real	Signal	37.0	D+	37.1	D+
Mary Ave./El Camino Real*	Signal	38.7	D+	51.0	D-
Mathilda Ave./El Camino Real*	Signal	40.5	D	39.5	D
Sunnyvale/Saratoga/El Camino Real	Signal	29.8	C	31.9	C
The Americana/Continental Circle	All-Way Stop	9.4	A	8.2	A

LOS = Level of service.

[1] Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.

X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).

* denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better.

Source: TJKM Transportation Consultants

Mitigation Measures

No mitigation measures are required.

Significance After Mitigation

Less than significant.

G. CONCLUSION

The impacts to the freeway segments would be unavoidably significant. All other potential impacts would be less than significant.

5.0 UNAVOIDABLE SIGNIFICANT IMPACTS

A. PURPOSE

Section 15126(b) of the CEQA Guidelines requires an EIR to describe any significant impacts that cannot be avoided if the proposal is implemented. The discussion is to include the identification of any significant impacts that can be mitigated, but not to less-than-significant levels.

B. AIR QUALITY

The proposed project would result in unavoidable significant impacts related to air quality. Specifically, the average daily indirect and direct emissions associated with operation of the proposed project would generate emissions of NO_x that would exceed the recommended thresholds established by the Bay Area Air Quality Management District (BAAQMD). This significant impact could be reduced significantly by the implementation of mitigation measures aimed at reducing daily vehicle trips associated with the project, but would remain significant after mitigation because the effectiveness of mitigation is not known at this time and the range of measures that can be implemented is limited given the trip characteristics of the project.

C. TRANSPORTATION AND CIRCULATION

The proposed project would result in unavoidable significant impacts related to local freeway segments. Specifically, the project would add traffic equaling more than one percent of the roadway capacity to the following segments currently operating at LOS F:

- Northbound SR 85, I-280 to Homestead mixed-flow lanes (AM peak hour only)
- Northbound SR 85, Homestead to Fremont mixed-flow lanes (AM peak hour only)
- Northbound SR 85, Fremont to El Camino Real mixed-flow lanes (AM peak hour only)
- Southbound SR 85, SR 237 to El Camino Real mixed-flow lanes (PM peak hour only)
- Southbound SR 85, El Camino Real to Fremont mixed-flow lanes (PM peak hour only)
- Southbound SR 85, Fremont to Homestead mixed-flow lanes (PM peak hour only)

- Westbound SR 237, Maude Avenue to Central Expressway mixed-flow lanes (PM peak hour only)
- Westbound SR 237, Central expressway to SR 85 mixed-flow lanes (PM peak hour only)

Implementation of the traffic mitigation measure identified in this EIR (i.e., Immediate Actions) could help to reduce project trips and the associated contribution to the cumulative impact. However, the effectiveness of the Immediate Actions cannot be guaranteed. In addition, PAMF patients would constitute the majority of the traffic trips that would be generated by the project. Most of the Immediate Actions pertain to reducing traffic trips through using alternate modes of transportation, such as riding the bus, bicycling, and walking. Given that most of the patients visiting the medical facility would be doing so because of a medical condition, it is highly unlikely that a substantial number of patients would arrive at the site via an alternate mode of transportation. As such, the Immediate Actions would have limited effectiveness for the type of use proposed. For those reasons, the freeway impact would remain significant after mitigation.

6.0 ALTERNATIVES

A. SUMMARY

Because development alternatives to the proposed project would result in significant impacts similar to those identified for the project, alternatives to the project were limited to the "No Project Alternative" and a Mixed-Use Development Alternative. For this EIR, all other alternatives considered for the proposed project were rejected because they would not meet most of the basic project objectives and/or avoid or substantially lessen significant impacts of the project. The Mixed-Use Development Alternative (Alternative Two) was selected as the environmentally superior alternative.

B. PURPOSE

The purpose of the Alternatives section of this EIR is to assess a range of reasonable alternatives to the proposed project or to the location of the project that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant impacts of the project and to evaluate the comparative merits of the alternatives (*CEQA Guidelines §15126.6*). The *Guidelines* state that the selection of alternatives should be governed by a "rule of reason." CEQA also states that, "[t]he EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project." Generally, significant impacts of an alternative shall be discussed, but in less detail than the proposed project, and should provide decision-makers perspective as well as a reasoned choice.

C. ALTERNATIVES TO THE PROJECT

To develop project alternatives, the EIR preparers considered the project objectives and reviewed the significant impacts in **Chapters 4.0** and **5.0** of this EIR, identified those impacts that could be substantially avoided or reduced through an alternative, and determined the modifications that would be needed. The project impacts that would be less than significant with mitigation include air quality impacts associated with construction emissions. The project impacts that would remain significant with mitigation include project-specific air quality impacts (specifically, exceedance of the NO_x threshold), cumulative air quality impacts, and traffic impacts to local freeway segments.

The project objectives are focused toward development of a medical facility. In order for the project alternatives to meet most of the basic project objectives, alternatives to the project must include development of a medical facility. Given that the significant impacts identified for the proposed project are, for the most part, not specific to the project site and are directly related to the development

of new land uses and to the traffic trips generated by those uses, any project alternative that includes new development and the generation of new traffic trips would likely result in significant impacts (though lesser in magnitude). In the process of determining project alternatives, it was determined that other development alternatives would not meet most of the basic project alternatives and/or would not avoid or substantially reduce project impacts. Thus, below is a discussion of project alternatives considered but rejected.

C1. Alternatives Considered But Rejected

C1(a) Reduced Density Alternatives

This alternative would include developing the proposed project similar to that described in **Section 3.0**, **Project Description**, on the project site. However, the size of the medical facility would be smaller, with the reduction in the size of the facility directly related to the reduction in square footage necessary to avoid significant project impacts. The size of the facility needed to avoid significant air quality impacts is different than the size needed to avoid significant freeway segment impacts.

In order for a Reduced Density Alternative to avoid the significant project-specific air quality impact (i.e., exceedance of the NO_x significance threshold), the medical facility could not be larger than 163,000 square feet (sf). Assuming the development of a 163,000-sf medical facility, the determination of whether this alternative would avoid or substantially lessen the cumulative air quality impacts would be based on an evaluation of the consistency of the general plan with the regional air quality plan and the consistency of the alternative with the local general plan.

A general plan's consistency with the regional air quality plan requires that the: 1) general plan population projections are consistent with the Clean Air Plan (CAP) and the Association of Bay Area Governments (ABAG) projections; 2) rate of increase in vehicle miles traveled (VMT) does not exceed the rate of increase in population; 3) general plan implements CAP transportation control measures; and 4) general plan provides buffer zones around sources of odors, toxics, and accidental releases. Based on a review of the City's *General Plan*, consistency of the *General Plan* with the CAP cannot be determined because the *General Plan* lacks the information needed to show that the rate of increase in VMT would not exceed the rate of increase in population.[1] Under this scenario, the *BAAQMD CEQA Guidelines* requires a quantitative analysis of the combined impacts of the project and past, present, and

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[1] The City's *General Plan* also does not provide buffer zones around sources of odors, toxics, and accidental releases. However, the EIR preparers believe that the City's *General Plan* does not need to include this information and is therefore not inconsistent with the CAP with respect to this particular issue.

reasonably foreseeable future projects to determine if the pollutant emissions from this cumulative development would exceed any of the following significance threshold(s):

- Carbon monoxide (CO) concentrations above State or national standards (550 pounds/day);
- Reactive organic gas (ROG), nitrogen oxide (NO_x), or particulate matter (PM_{10}) in excess of 80 pounds/day;
- Potential odor impact;
- Potential toxics impact; and
- Potential accidental release impact.

Based on the air quality (URBEMIS) modeling results, the pollutant emissions from cumulative development would exceed the thresholds for CO, ROG, and NO_x pollutant emissions.

Further, this alternative would require a general plan amendment to allow for medical uses (similar to the proposed project) and as such, would not be consistent with the City of Mountain View *General Plan* land use designation for the project site. Under this scenario, the *BAAQMD CEQA Guidelines* requires a comparison of a project's VMT to the VMT that would be generated by the pre-general-plan-amendment land use. If the project's VMT exceeds the pre-general-plan-amendment land use VMT, emissions generated by the project would be considered cumulatively considerable. It is possible that the VMT associated with the alternative would be higher than that associated with the existing *General Plan* land use designation. Thus, given the reasons outlined above, it is reasonable to expect that a Reduced Density Alternative could result in significant cumulative air quality impacts that could not be mitigated, similar to the proposed project.

In order for a Reduced Density Alternative to contribute less than one percent of the freeway segment capacity on all freeway segments analyzed for the proposed project and to avoid the significant unavoidable project impacts to segments of SR 85 and SR 237, the proposed medical facility could not be larger than about 125,000 sf. However, the traffic trips generated by a facility that is somewhat larger than 125,000 sf would contribute less than one percent of the freeway segment capacity and could avoid the significant unavoidable impact on some of the freeway segments.

According to the project applicant, the proposed project includes just enough space that is needed to accommodate the range of the services that are proposed under the project. A smaller sized facility would not meet the project's primary objective of consolidating the proposed elements (i.e., multi-specialty practices, radiology, out-patient surgery, etc.) at a single location and would reduce the

functional and economic efficiency of the project. Therefore, a Reduced Density Alternative that included a 163,000-sf or 125,000-sf medical facility would not meet most of the basic project objectives.

A Reduced Density Alternative with a medical facility larger than 125,000 sf would result in significant impacts, though reduced compared to the proposed project. A facility larger than 163,000 sf would result in significant project-specific NO_x emissions, though less than those of the project. A facility larger than 125,000 sf would result in a significant project contribution to congestion on segments of SR 85 and SR 237, though less than that of the project. A Reduced Density Alternative that included any development of a medical facility would contribute to a significant cumulative air quality impact.

Given the reasons stated above, a Reduced Density Alternative would not meet most of the basic project objectives and/or avoid or substantially reduce significant project impacts. Therefore, this project alternative was rejected for further consideration.

C1(b) Alternate Project Site

This project alternative would involve developing the proposed project as described in **Section 3.0**, **Project Description**, but on an alternate site within the City of Mountain View. The feasibility of such an alternative is uncertain, given the built-out nature of the city and the lack of vacant or undeveloped sites that would support a medical facility.

Given that the significant impacts of the proposed project are almost directly related to the development of new land uses and the traffic trips generated by those uses and not tied specifically to the project site, an Alternate Project Site Alternative would result in significant construction-related air quality impacts and significant unavoidable project-specific and cumulative air quality impacts, similar to the proposed project. Additionally, depending on the site's proximity to a freeway and that freeway's level of service, this alternative could also result in significant unavoidable freeway impacts, similar to the proposed project. Further, depending on the environmental conditions of the site and surrounding areas, development on an alternate site could result in additional significant impacts that were not identified for the proposed project. Given the reasons stated above, an Alternate Site Alternative would not avoid or substantially reduce significant project impacts. Therefore, this project alternative was rejected for further consideration.

C1(c) Mixed-Use Alternative: 250,000 sf Medical Facility and Multi-Family Residential Units

This alternative would include implementation of the proposed project similar to that described in **Section 3.0**, **Project Description**. However, in addition to the 250,000 sf medical facility, parking structure, landscaping, and roadway improvements, the project would also include developing multi-family residential units on the site. It is assumed that by adding multi-family residential units to the project site, the project would provide doctors and/or other staff associated with the facility an opportunity to live in proximity to their place of employment, thereby eliminating the need for those doctors/staff to drive to work. The intent of adding multi-family residential development is to reduce the overall number of traffic trips associated with the project, in an attempt to substantially reduce or avoid significant air quality and traffic impacts of the project.

It is impossible to know how many doctors/staff, if any at all, would choose to live at the project site. However, the net benefit or impact of providing residences on the site can be determined by considering the project site trips that would be eliminated and those that would be generated. Specifically, for each residential unit that houses a PAMF doctor or staff member, the two trips per day that the doctor/staff member would generate under project conditions to get to and from work would be eliminated.[2] However, each residential unit would generate other trips typically associated with residential development (e.g., shopping trips, trips to pick-up or drop off kids at school; trips to visit friends/family; etc.). The average daily trip (ADT) rate for multi-family residential land uses is 8 trips per unit. Therefore, for each apartment unit that houses a PAMF doctor or staff member, there would be a net increase of 6 trips per day. Moreover, for any apartment units that do not house PAMF doctors or staff, the reduction in trips to and from work cannot be guaranteed and these units would generate an additional 8 daily trips per unit. Overall, the development of residential units would increase the average daily and peak-hour traffic associated with the project site.

Any development of the site that includes demolition of the existing uses, construction of new uses that would result in a structure larger than 163,000 sf, or generation of traffic trips that would contribute more than 800 ADT to SR 85 would result in significant unavoidable impacts related to project-specific and cumulative air quality and freeway segment capacity. Because this alternative would require demolition of the existing uses, construction of a new structure that greatly exceeds 163,000 sf, and would contribute far more than 800 ADT to SR 85, not only would this alternative result in the same significant

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2 Based on the recommendation of TJKM, the number of trips was assumed to be twice the number of doctors/staff.

impacts as identified for the proposed project, these significant impacts would be magnified under this alternative.

C1(d) Alternatives Considered by the Applicant

During the project site planning and conceptual design process, the applicant considered several on-site alternatives that included different configurations of the proposed project. These alternatives were rejected based on the planning and design goals established for the project, such as (1) preserving the heritage tree grove at the north end of the site; (2) providing compatibility with the residential area south of the site; (3) providing efficient site circulation; and (4) taking advantage of the existing site topography. From a CEQA perspective, none of these alternatives would avoid or substantially reduce the significant impacts of the proposed project, because they would include the same size medical facility and would generate the same numbers of trips.

C2. Alternative One: No Project Alternative

C2(a) Description

The *CEQA Guidelines* require that a "No Project" Alternative be evaluated in an EIR. A project-specific EIR typically includes analysis of a No Project Alternative that is the equivalent of a "no development" alternative. Under CEQA, if the project is "other than a land use or regulatory plan, for example a development project on identifiable property, the 'no project' alternative is the circumstance under which the project does not proceed." For the purposes of this EIR, the No Project Alternative would involve the withdrawal of the project being analyzed. The resulting consequences of the project withdrawal generally include the following:

Scenario One: Maintenance of existing environmental conditions on the project site, or

Scenario Two: Development of the site in compliance with the Americana Center Precise Plan by another applicant. Land uses allowed under the Plan include hotel, office, mixed-use, residential, or an automobile dealership, or a mix of these uses.

C2(b) Discussion of Impacts

Scenario One

Air Quality

Under the No Project Alternative (Scenario One), no construction on the project site would occur. Thus, this alternative would eliminate the generation of fugitive dust associated with construction activities. This alternative would not involve the operation of a medical facility and would not generate any traffic trips; therefore, implementation of the No Project Alternative (Scenario One) would not result in significant unavoidable project-specific impacts related to NO_x emissions. This alternative would not result in project-specific air quality impacts, and thus cumulative air quality impacts would also be less than significant. The alternative would avoid the significant air quality impacts of the proposed project.

Transportation and Circulation

Under the No Project Alternative (Scenario One), the proposed medical facility would not be developed and the traffic trips associated with the medical facility would not be generated. Thus, the No Project Alternative (Scenario One) would not result in any impacts related to intersection LOS, roadway segments, internal circulation and access, emergency access, parking, pedestrian and cyclists, and alternative transportation policies. Further, this alternative would not result in significant unavoidable impacts to freeway segments (and therefore, would eliminate the significant impacts of the proposed project).

Other

The proposed project would not result in any significant impacts related to aesthetics, agricultural resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, and utilities. (These topics were "scoped out" of detailed study in the EIR.) Because no development would occur under the No Project Alternative (Scenario One), impacts with respect to these issues would also be less than significant.

Scenario Two

Air Quality

Under the No Project Alternative (Scenario Two), construction would occur on the project site that would result in construction-related air quality impacts. The Initial Study prepared for the amendment of the

Plan concluded that with mitigation (preparation and implementation of a dust abatement program), construction-related air quality impacts would be less than significant, similar to the proposed project. The No Project Alternative (Scenario Two) would involve the long-term operation of a hotel, office, mixed-use, residential, or an automobile dealership, all of which would emit mobile and area source emissions. Further, the long-term operation of an automobile dealership could result in odors associated with body shop activities. The Initial Study prepared for the Plan amendment concluded that with mitigation (all measures to control odor from odor producing activities would be subject to City approval), the operational air quality impacts would be less than significant, unlike the proposed project.

However, the discussion of air quality impacts in the Initial Study does not include a quantitative analysis of pollutant emissions associated with the uses allowed under the Plan (BAAQMD recommends the use of URBEMIS2002 to calculated mobile and area source emissions). It is anticipated that if modeling of the pollutant emissions that would be generated by the allowed uses were to be conducted, the results would show that at least some of the allowed uses would generate pollutant emissions in excess of the significance thresholds for ROG, NO_x, and PM_{10}. As such, it is anticipated that the project-specific air quality impacts associated with some of the allowed uses would be significant and possibly unavoidable, similar to the proposed project. Further, according to BAAQMD, any development that results in a project-specific air quality impact would also contribute to a significant cumulative impact. Thus, cumulative air quality impacts associated to the allowed uses would be significant and unavoidable, similar to the proposed project.

Transportation/Traffic

Under the No Project Alternative (Scenario Two), traffic would be generated by the uses allowed under the Plan. According to the Initial Study prepared for the amendment to the Plan, development of a 226-room hotel/mixed use commercial would result in the greatest amount of traffic (3,741 daily trips). The Initial Study concluded that impacts to intersection level of service and local freeway segments would be less than significant. Because the allowed uses would result in a substantial reduction in traffic trips (approximately 5,292 daily trips), development of the No Project Alternative (Scenario Two) would substantially reduce (and depending on the use, could avoid) the project impacts related to local freeway segments.

Other

The proposed project would not result in any significant impacts related to land use and planning, population and housing, noise, hydrology and water quality, geology, biology, hazards and hazardous

materials, public services, utilities and service systems, recreation, aesthetics, and cultural resources. (These topics were "scoped out" of detailed study in the EIR.) Because no development would occur under the No Project Alternative (Scenario Two), impacts with respect to these issues would also be less than significant. The Initial Study prepared for the amendment to the Plan concluded that the uses allowed under the Plan would not result in significant impacts related to land use and planning, population and housing, geology, hydrology and water quality, public services, and cultural resources. Impacts related to biology, mineral resources, hazards and hazardous materials, noise, utilities and services, aesthetics, and recreation would be reduced to less-than-significant levels with mitigation.

C2(c) Relationship of the Alternative to the Project Objectives

The No Project Alternative (Scenarios One and Two) would not meet any of the project objectives.

C3. Alternative Two: Mixed-Use Development[3]

C3(a) Description

Alternative Two includes development of the project site with a 20,000 sf office building, 50 multi-family residential units, and associated landscaping, parking, and on-site circulation. Detailed plans for this alternative have not been developed. Hence, the exact design, landscaping, drainage, on-site circulation and access, emergency access, and parking requirements are undefined. For the purpose of analyzing this alternative, under Alternative Two, these features are assumed to be consistent with the requirements of the Precise Plan and Zoning Ordinance and appropriate for development. It is also assumed that development of this alternative would result in the same area of disturbance and require the same amount of grading.

C3(b) Discussion of Impacts

Air Quality

Alternative Two would result in the same area of disturbance and require the same amount of grading as the proposed project. As such, air quality impacts related to construction that would occur under the proposed project would also occur under this alternative and would be reduced to a less-than-significant

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3 This alternative represents the greatest amount of mixed-use development (which includes residential land uses) that could be developed on the project site without resulting in any project-specific, significant unavoidable impacts.

level with implementation of the mitigation measures prescribed in this EIR, similar to the proposed project.

Alternative Two would contribute approximately 800 ADT to SR 85, which is half as many as would be contributed under the proposed project. Pollutant emissions generated under this alternative would not exceed any of the significance thresholds, and therefore, implementation of this alternative would avoid the significant unavoidable project-specific air quality impact. However, for the reasons discussed previously in C1(a) Reduced Density Alternatives, regarding cumulative air quality impacts, emissions generated by this alternative would contribute to significant unavoidable cumulative air quality impacts.

Transportation and Circulation

As stated above, Alternative Two would contribute approximately 800 ADT to SR 85, which is approximately half as many trips as would be contributed by the proposed project. This alternative's traffic trip contribution to the local freeway segments that are operating at LOS F would be less than one percent of the freeway segment capacity. As such, this alternative would eliminate the significant unavoidable project impact related to freeway segments.

It is assumed that this alternative would be developed in conformance with all requirements for on-site circulation and access, emergency access, parking, and alternative transportation policies, and thus, would not result in any significant impacts related to those issues, similar to those proposed project. In addition, it is assumed that the design of the project would not pose any hazards to pedestrians and cyclists and would not result in any significant impacts, similar to the proposed project.

Other

The proposed project would not result in any significant impacts related to aesthetics, agricultural resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, and utilities. (These topics were "scoped out" of detailed study in the EIR.) Because Alternative Two would be developed on the same site as the proposed project, would be developed in accordance to all applicable Precise Plan and Zoning Ordinance requirements, and would involve the same area of disturbance, Alternative Two would not result in any significant impacts related to these issues as well.

C3(c) Relationship of the Alternative to the Project Objectives

The Mixed-Use Development Alternative would not meet any of the project objectives.

C4. Environmentally Superior Alternative

CEQA requires that an EIR alternatives analysis include designation of an "environmentally superior" alternative. Based on the analysis presented in this section, Alternative One, the No Project Alternative, would result in the greatest reduction in project impacts and would be the Environmentally Superior Alternative. However, CEQA requires that if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives (*CEQA Guidelines, Section 15126.6(e)(2)*).

Alternative Two would eliminate the significant unavoidable project-specific impacts related to air quality and freeway segment capacity. All other impacts of the proposed project that were found to be less than significant or could be reduced to a less-than-significant level would also be less than significant or mitigatable under Alternative Two. For these reasons, Alternative Two is the environmentally superior alternative to the project.

7.0 IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

A. PURPOSE

Section 15128 of the CEQA Guidelines requires a brief statement of the reasons that various possible significant effects of a project have been determined to be less than significant and are therefore not evaluated in the EIR.

B. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

This section covers those potential impacts listed in the City's Environmental Checklist that were determined to be less-than-significant impacts of the proposed project, and therefore are not discussed in **Chapter 4.0** of this EIR. (Some potential impacts discussed in the sections of **Chapter 4.0** are determined to be less than significant; those topics are not discussed below.)

B1. Land Use and Planning

a. The project would not conflict with environmental plans or policies adopted by agencies with jurisdiction over the project. The site lies within the *P (Planned Community)* zoning district and is within Area C of the Americana Center Precise Plan. Area C is intended for a major landmark development, such as a major hotel, office, and/or mixed-use residential/retail or office use. The proposed medical office building would not be consistent with the 1992 *General Plan* land use designation of "Regional Commercial" for the site, defined to include "businesses supplying comparison goods and specialty items that need a broad commercial base." The applicant is proposing to amend the *General Plan* land use designation and Precise Plan to permit medical office use in this area. Approval of this *General Plan* Amendment would eliminate the current inconsistency.

The *General Plan* and Precise Plan designate the site as a "community gateway of significant visual prominence" and "a gateway and landmark location." The effectiveness of the proposed project at meeting that goal would need to be evaluated as part of review of a specific project design. This issue is not related to environmental impacts under CEQA.

Relevant environmental policies from the 1992 *General Plan* are listed as follows:

Community Development Chapter:

Policy 1. Ensure that new development is built and located to minimize the dangers of flooding, airfield effects, earthquake hazards, and hazardous materials.

- The project site does not lie within the 100-year flood zone and is connected to the City's storm drain system. Moffett Field is just over 2 miles north of the project site, and therefore, there would be no impact from airfield effects. As described below, hazards related to earthquakes and hazardous materials would be handled through compliance with standard Building Codes.

Policy 2: Minimize the risks from the use of hazardous materials.

- All medical equipment would be licensed by the State of California and would not require local oversight. Likewise, all hazardous waste, including bio-hazardous and pharmaceutical waste, would be handled according to State and County regulations. These wastes would be collected in containers specifically designed and labeled for hazardous use and would be stored in a dedicated holding area. The containers would then be manifested and transported to a disposal site by a licensed collection company. Chemicals would also be used and stored in accordance with the law. No radiological materials would be stored on the site.

Policy 11. Encourage building and site design that is compatible with the natural environment and features of the site.

- The Precise Plan would require that a minimum of 25 percent of the net site area be devoted to landscaping and that the landscaped area of the site include the existing grove of heritage trees along El Camino Real.

Policy 14. Encourage abundant, attractive, and drought-tolerant landscaping on private property.

- No specific landscaping plan has been prepared at this time. However, the project design would undergo review by the Development Review Committee, which would evaluate the project to ensure that an appropriate combination of landscaping plants is used.

Circulation Chapter

Policy 3. Ensure that future development and the transportation system are in balance.

- As described in **Section 4.2, Transportation and Circulation,** the project could result in significant impacts to traffic on SR 85.

Policy 23. Ensure that there is secure bicycle parking at centers of public and private activity.

- The proposed medical facility would include bicycle parking and bicycle lockers.

Policy 27. Ensure that pedestrian paths are included within major new developments and public facilities.

- Pedestrian entries would be provided from El Camino Real, Americana Way, and Continental Circle. In addition, the proposed project would include clearly defined pedestrian crossings from the parking structure to the building entry. The project would also include a landing for a future pedestrian overpass over SR 85 (connecting to the Stevens Creek Trail).

Residential Neighborhoods Chapter

Policy 8. Review large-scale commercial and industrial development proposals to determine whether they create a demand for housing.

- The proposed project is not a commercial or industrial development, but a discussion of potential housing demand is included for informational purposes. As described in **Section B2. Population and Housing**, the proposed project would add approximately 410 jobs to Mountain View, including 100 physicians and 310 staff. Most of the 100 doctors that would work at the proposed medical facility would be transferred from other PAMF-operated facilities in the region. Further, it is likely that these doctors would bring some or all of their staff with them to work at the new facility. Additionally, the remaining staff requirements for the facility could be filled by the existing work force in the local and regional area. Given the likelihood that the large majority of the future employees already live in the region, the project is not likely to create a great demand for additional housing. Therefore, the project would not contribute to a substantial demand for housing.

Policy 28. Establish design and development guidelines to encourage compatibility between neighboring developments.

- The project would include features for screening of its potential noise and visual impacts. As described in the visual analysis and the noise analysis below, there would be no related significant impacts.

Environmental Management Chapter

Policy 13. Promote local efforts to improve air quality.

- The proposed project could result in significant impacts to air quality due to the projected increase in traffic, as described in **Section 4.1, Air Quality**.

Policy 16. Establish pollution control measures that keep pollutants from entering Mountain View's storm drain system to protect the city's surface water resources.

- Mitigation measures for hydrology impacts include a storm water filtration system, which must be constructed in compliance with runoff treatment control guidelines as outlined in the City's interim "Storm Water Quality Guidelines for Development Projects Creating More

than One Acre of Impervious Surface." Compliance with these guidelines would ensure the project impacts related to hydrology and water quality would be less than significant.

Policy 18. Recognize that water is a limited resource and encourage water conservation measures where possible.

- The project would comply with City policies, which require water-conserving irrigation systems.

Policy 22. Encourage soil stabilization measures that prevent soil erosion and sedimentation.

- The project would comply with the Santa Clara Valley Urban Runoff Pollution Prevention Program's Best Management Practices for construction sites that are intended to minimize erosion during site work. These practices include using barriers to contain runoff around excavation sites and filtering of runoff on-site using measures such as filter fabric/gravel bags at inlets and fiber rolls around the perimeter of the site.

Policy 23. Ensure the proper use, storage, and disposal of toxic chemicals to prevent soil contamination.

- All hazardous waste, including bio-hazardous and pharmaceutical waste, would be handled according to State and County regulations. These wastes would be collected in containers specifically designed and labeled for hazardous use and would be stored in a dedicated holding area. The containers would then be manifested and transported to a disposal site by a licensed collection company. Chemicals would also be used and stored in accordance with the law.

Policy 25. Protect and restore plant and wildlife habitats.

- The existing Heritage tree grove on the site would be protected and preserved.

Policy 28. Promote energy conservation.

- The proposed project would meet all Title 24 requirements for energy conservation. In addition, as described in **Section B11. Utilities and Service Systems,** below, the project would not result in impacts related to power and natural gas.

Policy 37. Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials.

- As described above in **Section B9. Hazards and Hazardous Materials**, the proposed project would not result in significant impacts relating to hazardous materials.

Policy 41. Restrict noise levels coming from stationary sources.

- The stationary sources of noise associated with the proposed project would be approximately 400 feet from the nearest residence. Therefore, the project's stationary sources of noise would not be an issue.

Policy 42. Reduce the effects of vehicular noise.

- As discussed below, project impacts related to vehicular noise would be less than significant.

Policy 43. Control the path of noise from source to receiver.

- The proposed project would screen noise-generating activities such as those that occur in loading, storage, and truck delivery areas.

Although the proposed project could be inconsistent with some of the policies in the *General Plan*, inconsistency with such policies does not in itself result in physical impacts. The physical impacts associated with these potential inconsistencies have been addressed in the Initial Study and this EIR.

b. **The project would not affect agricultural resources or operations (e.g., soils or farmlands).** The property is not used for agricultural purposes. The property is not designated by the California Resources Agency, Department of Conservation as Farmland of any type, is not zoned for agricultural use, and is not under a Williamson Act contract. Further, none of the neighboring properties are used, designated, or zoned for agricultural purposes.

c. **The project would not disrupt the physical arrangement of a community.** The City's February 1999 Initial Study for the Americana Center Precise Plan states, "the potential for some regional commercial uses or some potential physical development of the site to disrupt or divide the physical arrangement of the community will be a key policy issue addressed by the proposed [Precise Plan] amendments." Typically, the issue of disruption or division of the physical arrangement of a community relates to the construction or placement of a dividing feature or barrier within an area of existing uses, such that the layout, land use pattern, or circulation within the community is affected. The project site is not itself an established community, in that the existing use is a vacant department store. The site could be considered to be a part of the "community" of the Americana Precise Plan area, but the site is physically separated from Areas A and B by roadways. Implementation of the proposed project would not involve changes to Areas A and B, nor would it involve changes to the existing roadways or the construction of a physical barrier to access. Therefore, the project would not result in physical division or disruption of an established community.

B2. Population and Housing

a. **The project would not cumulatively exceed regional or local housing projections.** Implementation of the proposed project would result in 410 new jobs at the project site, including 100 physicians and 310 staff. Redevelopment of the site with a range of potential uses was anticipated in the 1992 *General Plan*, and the 410 new jobs associated with the project would be within the range anticipated for Area C. According to the analysis done in the Initial Study for the approved Precise Plan, the Emporium had approximately 470 total employees. Therefore, the proposed project would result in a net decrease in jobs compared to previous commercial development on the site. Most of the 100 doctors that would work at the proposed medical facility would be transferred from other PAMF-operated facilities in the region. Further, it is likely that these doctors would bring some or all of their staff with them to work at the new facility. Additionally, the remaining staff requirements for the facility could be filled by the existing work force in the local and regional area. Given the likelihood that the large majority of the future employees already live in the region, the project is not likely to create a great demand for additional housing. Therefore, the project would not contribute to a cumulative exceedance of regional or local housing projections.

b. **The project would not induce substantial growth in an area either directly or indirectly (e.g., infrastructure expansion).** The City's 1999 Initial Study for the approved Precise Plan concluded that the potential uses studied (including office use) would not have a significant growth-inducing impact. As described below in **Subsection B11. Utilities and Services**, the proposed project would not require substantial infrastructure expansion.

c. **The project would not displace substantial housing or people, necessitating the construction of replacement housing elsewhere.** No housing is located on the project site. As such, no housing or persons would be displaced due to development of the project.

B3. Transportation/Traffic

h. **The project would not affect rail, water, or air traffic.** The proposed project site is not adjacent to or in the vicinity of any railroads, waterways, or airports. Thus, the project would not affect rail, water or airborne traffic.

All other traffic-related topics are addressed in **Section 4.2, Transportation and Circulation**, of this EIR.

B4. Noise

a. **The project would not expose persons to, or generate noise levels in excess of General Plan standards.** Noise is usually defined as unwanted sound. It is an undesirable by-product of

society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. The definition of noise as unwanted sound implies that it has an adverse effect on people and their environment.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to low and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A-weighted noise level (or scale) has been developed. It corresponds better with people's subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dB(A). Changes in a community noise level of less than three dB(A) are not typically noticed by the human ear.[1] Changes from three to five dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. A 5-dB(A) increase is readily noticeable, and the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound.

Noise sources occur in two forms: (1) point sources, such as stationary equipment, loudspeakers, or individual motor vehicles; and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6.0 dB(A) for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dB(A) at acoustically "soft" sites.[2] For example, a 60-dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dB(A) at 100 feet from the source and 48 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3.0 dB(A) and 4.5 dB(A) per doubling of distance from the source to the receptor for hard and soft sites, respectively.[3]

Sound levels can also be attenuated by man-made or natural barriers. Solid walls, berms, or elevation differences typically reduce noise levels by 5.0 to 10.0 dB(A).[4] Sound levels for a source may also be attenuated 3.0 to 5.0 dB(A) by a first row of houses and 1.5 dB(A) for each additional

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1 *Highway Noise Fundamentals* (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 81.

2 *Highway Noise Fundamentals*, p. 97. A "hard" or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard packed soils. An acoustically "soft" or absorptive site is characteristic of normal earth and most ground with vegetation.

3 Ibid., p. 97.

4 *Highway Noise Mitigation* (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 18.

row of houses.[5] The noise attenuation provided by typical structures in California is provided in **Table 7.0-1, Typical Outside to Inside Noise Attenuation for Structures in California**.

Table 7.0-1
Typical Outside to Inside Noise Attenuation for Structures in California

	Noise Reduction - dB(A)	
Building Type	**Open Windows**	**Closed Windows**
Residences	17	25
Schools	17	25
Churches	20	30
Hospitals/Convalescent Homes	17	25
Offices	17	25
Theaters	20	30
Hotels/Motels	17	25

Source: Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers, National Cooperative Highway Research Program Report 117.

When assessing community reaction to noise, there is an obvious need for a scale that averages varying noise exposure over time and quantifies the result in terms of a single number descriptor. Several scales have been developed that address community noise levels. Those that are applicable to this analysis are the Equivalent Noise Level (Leq), the Community Noise Equivalent Level (CNEL), and Ldn. Leq is the average A-weighted sound level measured over a given time interval. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour time period. However, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during nighttime hours. A CNEL noise measurement is obtained after adding five decibels to sound levels occurring during the evening from 7:00 PM to 10:00 PM, and ten decibels to sound levels occurring during the nighttime from 10:00 PM to 7:00 AM. For example, the logarithmic effect of these additions is that a 60 dB(A)24-hour Leq would result in a measurement of 66.7 dB(A) CNEL. Ldn is an abbreviation for the day-night average of the sound levels in an area over a 24-hour day. Noise generated between the hours of 10:00 PM to 7:00 AM is penalized 10 dB(A) in the Ldn scale. For the purposes of this noise analysis, Ldn and CNEL are used interchangeably.

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5 Barry, T. M. and J. A. Reagan, *FHWA Highway Traffic Noise Prediction Model* (Washington D.C.: U.S. Department of Transportation, Federal Highway Administration, Office of Research, Office of Environmental Policy, December 1978), NTIS, FHWA-RD-77-108, p. 33.

Plans for Noise Control

Plans and policies that pertain to the noise conditions affecting and affected by the proposed project include: (1) the State of California, Department of Heath Services, Environmental Heath Division *Guidelines for Noise and Land Use Compatibility,* and (2) the City of Mountain View *General Plan.* The Environmental Health Division published recommended guidelines for mobile source noise and land use compatibility in February 1976. Each jurisdiction is required to consider these guidelines when developing its general plan noise element and determining the acceptable noise levels within its community. The City of Mountain View uses elements of these guidelines when assessing a land use's compatibility with motor vehicle noise sources. In addition, the City has incorporated the State noise/land use compatibility guidelines into the *General Plan.*

The City of Mountain View's *General Plan* Noise Element has established noise acceptability guidelines for both exterior and interior noise from which to base decisions regarding land use noise compatibility. Normally acceptable outdoor noise levels for commercial uses (including medical office use) range up to 60 dB(A)Ldn, and conditionally acceptable levels range up to 70 dB(A)Ldn. Residential uses have normally acceptable outdoor noise levels up to 55 dB(A)Ldn and conditionally acceptable levels up to 65 dB(A)Ldn. For commercial uses, normally acceptable interior noise levels range up to 45 dB(A)Ldn, and conditionally acceptable levels range up to 55 dB(A)Ldn. For residential uses, interior noise levels are normally acceptable up to 45 dB(A)Ldn and conditionally acceptable up to 50 dB(A)Ldn. It should be noted that the primary purpose of exterior commercial noise standards is to ensure acceptable interior noise levels.

Project noise impacts would be significant if the following occurs:

- If the existing noise levels are below the thresholds described above, and project-related activities would increase the long-term noise levels by 3 dB(A) or greater and would cause an exceedance of the thresholds.

- If the existing noise levels exceed the thresholds described above and project-related activities would increase the long-term noise levels by 3 dB(A) or greater.

Existing Conditions

The existing noise environment at the project site presented in this Initial Study is based on noise prediction modeling. The primary concern regarding on-site noise is the potential for proposed on-site land uses to be exposed to noise levels that exceed adopted or recommended thresholds (discussed above). Given that the dominant source of noise at the project site is vehicular traffic, particularly from SR 85 and El Camino Real, noise-modeling procedures involved the calculation of existing and future vehicular noise levels along the segments of SR 85 and El Camino Real in

the vicinity of the site. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans.[6] Existing traffic volumes were taken from the traffic study prepared for the proposed project and used as data inputs into the noise prediction model. Based on the noise modeling, noise levels at the project site are approximately 68.2 dB(A)Leq along the northern edge of the site and 75.1 dB(A)Leq along the western edge of the site. Currently, the only existing structures on site include a former Emporium department store that is no longer in use and does not generate noise.

Project Impacts

Construction Noise

Development of the proposed project would require site preparation and construction of the proposed medical building and parking lot. The construction phase of the project is anticipated to occur over a 18- to 24--month period, beginning approximately in July 2005 and ending approximately in April 2007. Construction activities (i.e., demolition, grading, and excavation) during the initial stage of the construction phase are typically the noisiest construction activities. The construction activities that follow typically include foundation development, paving, and building construction, which are activities that are not usually as noisy as in the initial stage. Construction activities typically involve the use of heavy equipment such as tractors, loaders, and concrete mixers. Trucks would be used to deliver equipment and building materials and to haul away waste materials. Smaller equipment, such as jackhammers, pneumatic tools, saws, and hammers, would also be used throughout the site during the construction phase. (The project would not involve the use of pile drivers.) This equipment would generate both steady state and episodic noise that would be heard both on and off the project site. Noise levels generated by this equipment could range from approximately 68 dB(A) to 97 dB(A) when measured at 50 feet. However, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately six dB(A) per doubling of distance. The City does not have a specific significance threshold for construction noise.

Nearby noise-sensitive receptors in proximity to the project site that could be affected by noise generated during the project's construction phase include residential land uses approximately 60

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6 Hendriks, Rudolf W., *California Vehicle Noise Emission Levels* (Sacramento, California: California Department of Transportation, January 1987), NTIS, FHWA/CA/TL-87/03.

feet to the south. Grading and construction activities involving the use of excavators, scrapers, motor-graders, compactors, water trucks, and flat-bed and semi-trucks would be carried out on the project site over a 9-month period. During the first stage of the construction phase, noise would be created mainly by demolition of existing buildings, vegetation removal, and grading of the site. During the latter part of the construction phase, noise would be created mainly by trucks delivering materials to the site, construction of the proposed medical building, and paving of the proposed parking lot.

Considering the distance of the nearest sensitive receptors, residents would be exposed to intermittent outdoor noise levels ranging from approximately 70 dB(A) to 95 dB(A) and intermittent indoor noise levels ranging from approximately 45 dB(A) to 70 dB(A), which exceed the City's outdoor noise standard of 60 dB(A) and the City's indoor noise standard of 45 d(B)A. Because construction noise would intermittently exceed the City's threshold, the following mitigation measures are required:

1. The construction contractor shall locate stationary noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds or other structures.

2. At a minimum, the construction contractor shall implement the following control measures: improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds. Noise controls can reduce noise levels at 50 feet by 1 dBA to 16 dBA, depending on the type of equipment.

3. Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; such use could achieve a reduction of 5 dBA. Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.

4. The construction contractor shall not allow any construction equipment, trucks, or vehicles to idle unnecessarily.

5. Prior to the commencement of any construction activities, the construction contractor shall notify, via mail, all residences along Continental Circle opposite the project site of the project's approximate construction schedule, including the approximate duration of demolition, clearing, grading, excavation, paving, building construction, etc. In addition, at

least 24 hours prior to grading activities, the construction contractor shall post signage in appropriate locations along Continental Circle. The signage shall include a phone number to the City Public Works Department for residents to call with noise complaints. If the City's Building Division receives more than three complaint calls regarding construction noise, the City reserves the discretion to require the project applicant to conduct an acoustical noise analysis to determine more appropriate measures to reduce noise levels due to construction activities.

6. The construction contractor shall limit construction activity to the hours of 7:00 AM to 6:00 PM on weekdays. No construction will be allowed on Saturdays, Sundays, and holidays without prior written consent from the City's Building Official. Debris hauling and materials delivery shall be prohibited between the hours of 7:30 to 8:30 AM and 4:00 to 6:00 PM.

7. Construction truck access to the project site from Continental Circle shall be prohibited.

Operational Noise

The proposed project would result in the following types of noise:

Project-Generated Traffic

According to the preliminary traffic report prepared for the proposed project, the project would generate approximately 9,033 average daily traffic trips, which would not equal a doubling in traffic on SR 85 or El Camino Real. Further, the additional traffic volumes generated by the project along Continental Circle would not double the existing average daily traffic along that road. Thus, traffic generated by the project would not contribute to a noticeable increase in noise in the vicinity of the project site. Thus, traffic generated by the proposed project would not expose people to noise levels in excess of *General Plan* standards.

Implementation of the proposed project would expose people at the site to noise from vehicular traffic along SR 85 and El Camino Real. The existing exterior noise levels at the project site (68.2 dB(A) along the northern edge of the site and 75.1 dB(A) along the western edge) exceed the City's exterior noise threshold of 60dB(A). However, as stated previously, the primary purpose of exterior commercial noise standards is to ensure acceptable interior noise levels. Given the distance of the building from SR 85 and El Camino Real and noise attenuation for structures with closed windows, interior noise levels would fall below the City's interior noise level thresholds of 45 dB(A). Therefore, the proposed project would not expose people to noise levels in exceedance of the City's thresholds.

Loading Dock Operation Noise and Truck Access

Service delivery and trash and recycling pickup on site may be a source of noise to the adjacent residential uses. Operations at loading docks typically result in noise levels of between 64 to

66 dB(A)Leq, with peak noise levels of between 74 and 78 dB(A)Leq at 75 feet. Given that these uses would be concentrated in a service yard in the northwestern portion of the project site, these uses would be approximately 400 feet from the residential areas to the south of the project site. Thus, outdoor noise levels at the residences during these operations would range from approximately 50 d(B)A to 64 d(B)A, with interior noise levels ranging from 35 d(B)A to 39 d(B)A. Although these peak noise levels might be perceptible by the residents, the noise generated by the loading dock operations would not be significant.

Ambulance Noise

Although emergency vehicles would not be stationed at the site, ambulance transport of patients would be expected to occur one or two times per week, on average. PAMF representatives have indicated that ambulance drivers would be instructed to not use the ambulance siren until the ambulance reaches El Camino Real. Noise levels created by ambulance use would be short term in nature, infrequent, and thus would not be significant.

Parking Lot Noise

In general, traffic associated with parking lots is not of sufficient volumes to exceed community standards based on the time-weighted CNEL scale. Therefore, project impacts from parking lot noise would be less than significant.

Electrical and Mechanical Equipment Noise

The proposed project may introduce various stationary noise sources from electrical and mechanical equipment that could potentially affect off-site residential uses. However, all of this equipment would either be located on the building's rooftop or on the western side of the building. Further, standard acoustical shielding would surround all of this equipment. Given the distance of the nearest residences to the western edge of the project site, noise created by this equipment would not significantly affect the residents.

Sound Wall

The project includes a sound wall approximately 6 to 8 feet in height that runs the length of the westerly property line adjacent to the loading area. The purpose of the wall is to minimize outdoor noise levels on the site.

It is possible that some of the noise generated by traffic along SR 85 would be deflected by the sound wall across SR 85 and affect receptors on the opposite side of the freeway. The exact increase in noise levels caused by this deflection would depend on numerous factors, such as the materials the sound wall is made out of; the height, exact location, and elevation of the wall relative to the closest freeway traffic; traffic volumes on SR 85; elevation of SR 85; and elevation of the receptors.

Some of the noise from freeway traffic would be absorbed by the sound wall; some of the noise would be deflected back across the freeway; some of the deflected noise would then be deflected in several different directions by passing cars; and finally, some of the deflected noise would reach the receptors on the other side of the freeway.

The primary source of noise for those receptors on the other side of the freeway is, and would continue to be after installation of the sound wall, traffic traveling along SR 85 in lanes closest to the receptors. Although the deflected noise would be somewhat additive, the additional noise would not result in an audible increase in noise levels as perceived by those receptors on the opposite side of the freeway. Thus, project noise impacts related to the sound wall would be less than significant.

b. **The project would not increase existing noise levels temporarily.** See discussion of construction noise in response to B4a.

c. **The project would not expose people to severe noise via airborne or ground-borne vibrations.** The subject property is located approximately one mile from the Caltrain rail line. Other noise and vibration studies for projects in Mountain View have determined that vibration from rail and commuter trains would be largely imperceptible beyond 100 feet. Therefore, no vibration-related impacts are expected.

B5. Air Quality

c. **The project would not create objectionable odors.** Potential odor producing activities would include fumes originating from the fume hoods and the food service area. Given the distance of the sensitive receptors from the potential odor sources and the intent of the project applicant that all vents, fans, and other building exhausts that might emit odors or fumes be located away from residential areas, no significant air quality impacts would occur.

All of the other air quality topics are discussed in **Section 4.1, Air Quality**, of this EIR.

B6. HYDROLOGY AND WATER QUALITY

a. **The project would not change absorption rates, drainage patterns, or the rate and amount of surface runoff.** With the exception of the grove of trees along El Camino Real, the project site is generally covered with impervious surface. The Precise Plan states that a minimum of 25 percent of the net site area shall be devoted to landscaping. The preliminary design plans for the proposed project show that the amount of landscaping on the project site would meet this 25 percent standard. As such, development of the proposed project would result in an increase in the amount of pervious surface on the site over the existing condition. This increase in pervious

surface would improve absorption rates on the site and would decrease the amount of runoff draining from the site. Further, the drainage pattern on the site would not change substantially because grading activities would occur in accordance with standard City practices for grading to assure that final grading achieves positive surface and subsurface drainage in the same directions as the existing drainage. The drainage system would be connected to the City storm drain system.

b. **The project would not place housing, people, and/or structures within the 100-year Flood Hazard Area.** The project site is not within the 100-year flood plain and thus, would not affect 100-year flood flows. Given that the project site is not located near any large bodies of water or steep hillsides, the project would not expose people or property to flood hazards associated with the 100-year flood, seismic seiche, tsunami or mud-flow.

c. **The project would not alter the amount of ground water by direct additions or withdrawals.** Groundwater levels in the general site vicinity are approximately 60 feet below the surface. Water use by the proposed project would be supplied through the City water system. Therefore, no impacts are expected with respect to groundwater.

d. **The project would not alter ground-water quality by infiltration of storm water runoff.** The project site is served by the City storm drain system. Groundwater recharge areas are generally upstream of the site; there are no identified groundwater recharge areas in Mountain View. In addition, on-site treatment of storm water is required by the City (described in B6e below). The type of system would be approved by the Zoning Administrator prior to issuance of building permits. Therefore, the project would not result in significant impacts related to groundwater quality.

e. **The project would not violate Water Quality Standards or substantially degrade water quality.** A major source of water quality deterioration is "non-point source" pollution, which results from urban runoff. Urban runoff is typically contaminated by oil and grease from parking areas and roads, sediments from construction related activities, pesticides and fertilizers from landscaping, and lead or other heavy metals from automobiles. The proposed project could include parking areas, on-site roadways, and landscaped areas, all of which could affect the quality of water draining from the site. Further, demolition and excavation during construction would temporarily increase the amount of sediment and debris that could be discharged to the stormwater system and ultimately to Stevens Creek and San Francisco Bay. To reduce potential water quality impacts to less-than-significant levels, the following mitigation measures would be required:

1. The applicant shall install a storm water filtration system at the time of project development. The type of system shall be approved by the Zoning Administrator prior to issuance of building permits.

2. The developer would be required to adhere to the "Storm Water Quality Guidelines for Development Projects Creating More than One Acre of Impervious Surface" for significant redevelopment , which incorporate the most recent Regional Water Quality Control Board requirements.

3. The applicant shall also comply with the Santa Clara Valley Urban Runoff Pollution Prevention Program's Best Management Practices for construction. These practices include the action items noted in a number of their documents, including "Road Work and Paving" and "Blueprint for a Clean Bay."

4. The use of natural storm water filtration methods, such as vegetated swales and landscaped areas, shall be required.

B7. Geology

a. **The project would not result in, or expose people to, fault rupture.** Mountain View is situated about six miles east of the San Andreas Fault and ten miles west of the Hayward Fault. There are no known faults in Mountain View, so (based on available information and knowledge) the project would not expose people to fault rupture.

b. **The project would not result in, or expose people to, ground shaking and liquefaction.** An earthquake occurring on either the San Andreas or Hayward faults could result in severe ground shaking and seismic settlement in Mountain View. To address potential impacts from seismic activity, the City requires soils reports for all new buildings to identify construction techniques necessary to comply with the earthquake protection standards in the Uniform Building Code. Because the project applicant has not yet prepared a soils report, the following mitigation measure is required to ensure that project impacts related to groundshaking and liquefaction would be less than significant:

1. Prior to the issuance of a grading permit, the project applicant shall retain a qualified geotechnical engineer to prepare a geotechnical report for the proposed project. The project applicant shall incorporate all of the recommendations in the report into the design of the project.

c. **The project would not result in, or expose people to, seismic seiche or tsunami.** Seiches are waves in an enclosed body of water. A review of area maps shows that the project area is not adjacent to any large enclosed bodies of water. The project site is located approximately 20 miles

from the Pacific Ocean. Given this distance, in the event of a tsunami, the project would not result in or expose people to a seismic seiche or tsunami.

d. **The project would not result in, or expose people to, landslides and mudslides.** The project site is on a relatively flat parcel and is not adjacent to any steep slopes. Therefore, there is no potential of exposing people and property to landslides or mudslides.

e. **The project would not result in erosion, changes in topography or unstable conditions from grading or excavation.** See responses to B6a and 6e.

f. **The project would not result in, or expose people to, subsidence of the land.** The project area is located in Geologic Hazard Zone F, which is defined as an area where the potential for liquefaction, lurching, lateral spreading, and subsidence is extremely low. Therefore, no related impacts are expected.

B8. BIOLOGY

a. **The project would not disturb any endangered, threatened or rare species, or their habitats.** The project site is already developed, and the only vegetation found on the site includes a variety of ornamental trees that are (for the most part) in poor condition. As such, the project would not have any direct or indirect impact on any special status species or their habitat.

b. **The project would not affect or eliminate Heritage Trees.** Barrie Coate & Associates prepared a tree survey on February 11, 2004, as an update to previous evaluations of the trees on the site. According to the latest report, the site contains 148 trees, which are found (in planters) within the parking lot, around the perimeter of the site, and within grove of trees on El Camino Real. Nearly half of all the trees on the site were classified as being marginal or poor specimens. The majority of trees along the southern and eastern edges of the site were poor specimens, while trees near SR 85 and El Camino Real rights-of-way were found to be generally fair or fine specimens. The survey found that the grove of Heritage Trees had mature and some fine, even exceptional specimens.

Twenty-nine of the trees on the site meet the criteria of a Heritage Tree as defined by the City of Mountain View (City of Mountain View City Code Chapter 32, Article II, Section 32.23). Of the 29 Heritage Trees, 13 are within the grove along El Camino Real, 9 are adjacent to the public street and utility easement along El Camino Real, 3 are adjacent to the utility easement along SR 85, and 4 are just west of the existing building. Of all the Heritage Trees, only one (located in the grove) is a poor specimen. All other Heritage Trees on the site are fair, fine, or exceptional specimens.

The Precise Plan states that the existing grove of Heritage Trees located adjacent to El Camino Real must be incorporated in its current location into the overall landscape and site design of any

development on the project site. Consistent with this requirement, the design of the proposed project incorporates this grove into an outdoor patio area that is proposed on the northern side of the medical facility. Construction of the parking garage would require removal of the four Heritage Trees (holly oaks) to the west of the existing building. The project would not result in the removal of trees adjacent to the easements along El Camino Real or SR 85. The following mitigation measure would reduce impacts related to removal of Heritage Trees to a less-than-significant level:

1. Any alteration or removal of any Heritage Tree or any construction near a Heritage Tree shall comply with the City's Heritage Tree Ordinance. The applicant shall offset the loss of each Heritage Tree with three replacement trees, each no smaller than 24 inches.

   In addition, the survey concluded that disturbance of the areas around the Heritage Trees that would be retained as part of the project could adversely affect the health of the trees. Therefore, the project applicant would be required to implement the following measures (these measures were included in the 1997 Barrie Coate & Associates tree report):

2. Protection of the grove of trees with a construction-period chain-link fence. The fence must be constructed just outside the dripline of each protected tree before any construction or demolition equipment arrives on site and must remain in place until all construction is completed, including clean up operations. The protective fence must be left in place at all times during construction, unless supervised by an arborist certified by the International Society of Arboriculture. The chain-link fence must be a minimum of 5 feet in height, mounted on a 2-inch galvanized pipe, driven into the ground and able to keep out even foot traffic. No storage of materials shall occur within the fenced area.

3. If the existing sidewalk within the grove and inside the dripline of trees is to be removed, this removal should be done by hand.

4. If removal of any of the concrete sidewalk exposes root zones of any of the trees in the grove, the protective fence should be expanded to include the new dripline area.

5. Taller portions of the undesirable portions of the retaining wall should be removed such that no large pieces fall into the grove area.

6. Prior to the arrival of any concrete cutting equipment or workers inside the grove under the canopy of the trees, a platform must be established to avoid root damage to adjacent trees.

c. The project would not affect locally designated natural communities (i.e., Shoreline). The project site is fully developed and thus is not within a locally designated natural community.

Therefore, the proposed project would not result in impacts related to affecting locally designated natural communities.

d. **The project would not affect federally designated wetlands.** The project site is fully developed; no wetlands are located on the project site or in the vicinity of the site. Therefore, the proposed project would not affect federally designated wetlands.

e. **The project would not affect migration corridors.** The project site is completely developed, is adjacent to SR 85, and is located within developed, urban land uses. The project site is not within a migration corridor. Therefore, project impacts related to affecting migration corridors would be less than significant.

B9. HAZARDS & HAZARDOUS MATERIALS

a. **The project would not create a risk or accidental explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, etc.).** The types of hazardous materials associated with the medical facility would include cleaning and disinfectant chemicals such as bleach, ammonia, ethyl alcohol, and hydrogen peroxide; chemicals used for sterilization; chemicals used for preservation of bio-samples; and bio-wastes such as blood, tissue, urine, and feces. All storage, transport, and disposal of chemicals and medical waste materials would be subject to substantial government health and safety regulations applicable to hazardous materials handling and use. For example, Chapter 6.95 of the California Health and Safety Code requires preparation of Hazardous Materials Management Plans, which are designed to ensure proper handling and storage of hazardous materials. These Plans must be filed with the Mountain View Fire Department. Exposure to hazards would also be minimized by adhering to the Occupational Health and Safety Administration's (OSHA) requirement of proper use of fume hoods. The use of the U.S. Department of Health and Human Services guidelines outlined in *Biosafety in Microbiological and Biomedical Laboratories* would minimize the hazards posed to workers from biohazard waste. Likewise, PAMF policies and procedures set forth in the Plans, the *PAMF Safety Policy*, the *Written Hazard Communication and Waste Management Program*, and operational procedures (including guidelines to prevent dissemination of infectious organisms and occupational exposure to blood or any potentially infectious materials) address proper handling of all kinds of hazardous materials. No radiological materials would be stored on the site. Further, all hazardous waste would be collected in containers specifically designed and labeled for hazardous use and would be stored in a dedicated holding area. Hazardous wastes would be properly packaged and labeled for transport, which includes segregating incompatible materials, placing them in appropriate sealed containers, and manifesting all components. These containers would be transported to a disposal site by a licensed collection company. Transport of hazardous chemical waste on public roadways requires the use of containers approved by the Department of

Transportation as well as proper shipping documentation. Therefore, project impacts related to the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

b. **The project would not create any health hazard or potential health hazard.** See response to B9a above.

c. **The project would not expose people to existing sources of potential health hazards.** A Phase I preliminary site assessment (PSA) conducted in 2003 indicates that the project site's past use as a department store did not result in any contamination of the site. However, it is possible that residual contamination associated with the site's previous use as an orchard could occur at the site. Specifically, shallow soil in former orchard lands throughout Santa Clara Valley often contains elevated levels of DDT-related compounds, arsenic, and lead.

Although the site appears to have been re-graded during development as a department store, the pesticide-impacted soils may still be present at various depths across the site. In addition, old ranch complexes, similar to the one that formerly occupied the site, often maintained fuel tanks for farming equipment. The PSA could not rule out the possible presence of soil or groundwater quality contamination related to the possible presence of fuel tanks at the former ranch complex. The potential to encounter contaminated soil during site grading and construction, exposing workers and the public to contaminants is considered a significant impact. The following mitigation measures would reduce the impacts to a less-than-significant level:

1. If evidence of contamination (e.g., odors, stained soil, or a sheen on surface water or groundwater) is encountered during excavation, the Santa Clara County Public Health Department and the State Department of Health Services shall be notified and excavation shall be halted until soil and/or groundwater samples can be collected and analyzed for contaminants if required. The project sponsor shall conduct a soil and/or groundwater sampling survey(s) of the area of suspected contamination, as required by these agencies, to ensure that all areas of suspected surface and subsurface contamination subject to ground disturbance during site development activities are sampled. Sampling shall extend at least to depths proposed for excavation. The samples shall be analyzed to identify and quantify any contamination.

2. If the sampling conducted pursuant to the previous mitigation measure identifies surface and/or subsurface contamination in areas subject to ground disturbance, the area shall be remediated in accordance with the standards, regulations, and determinations of local, state, and federal regulatory agencies. The project sponsor shall coordinate with the Public Health Department and any other applicable regulatory agencies to adopt contaminant-specific

remediation target levels. The hazardous substances shall be removed and disposed of at an approved site, or other appropriate actions such as in-situ remediation shall be taken.

3. All reports and plans prepared in accordance with the above mitigation measures shall be provided to the Santa Clara County Public Health Department, the State Department of Health Services, and any other appropriate agencies identified by these agencies. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the project sponsor shall submit to the Santa Clara County Public Health Department and the State Department of Health Services (and any other agencies identified by these agencies) a report stating that the applicable mitigation measure(s) has (have) been implemented. The report shall describe the steps taken to comply with the mitigation measure(s) and include all verifying documentation. The report shall be certified by a Registered Environmental Assessor (REA) or similarly qualified individual who states that all necessary mitigation measures have been implemented, and specifying those mitigation measures that have been implemented.

An asbestos survey of the Emporium building indicates that an asbestos abatement program was started but never completed when the existing Emporium building was abandoned. Demolition of this building would require removal of the remaining asbestos, including removal of waste-filled bags, some labeled as containing asbestos waste. Demolition, renovation, or removal of asbestos-containing building materials is subject to the limitations of the BAAQMD Regulation 11, Rule 2: Hazardous Materials, Asbestos Demolition, Renovation, and Manufacturing. Compliance with this regulation would ensure that any potential impacts due to asbestos would be reduced to less-than-significant levels.

d. **The project would not increase fire hazards in areas with flammable brush, grasses, or trees.** This project is located in an urban neighborhood. It is not in a fire hazard area nor is it adjacent to flammable brush, grasses, or trees.

e. **The project would not interfere with an emergency response or evacuation plan.** The proposed medical facility would not cause any change to existing emergency routes or evacuation plans.

f. **The project would not emit hazardous emissions or handle hazardous materials within 2 miles of existing or proposed school.** The project site is located within 2 miles of an existing or proposed school. See response to B9a. As stated above, the project would not result in any significant impacts related to the routine transport, use, or disposal of hazardous materials. Therefore, the project impacts related to emitting hazardous emissions or handling hazardous materials within 2 miles of an existing or proposed school would be less than significant.

B10. PUBLIC SERVICES

a. **The project would not create a need for new or altered fire protection.** The project site is located halfway between two City of Mountain View fire stations, Station One (located at Shoreline and Villa) and Station Two (located at Cuesta Avenue and Grant Road). Both stations provide service to the project site. Station One has five staff members and Station Two has three staff members. Each station has one engine and one truck. All firefighters are cross-trained as emergency medical technicians (EMTs). According to the Mountain View Fire Department, the Fire Department would be able to serve the proposed project and all cumulative projects in the area with their current equipment and staff. Thus, the proposed project would not create a need for new or altered fire protection services.

b. **The project would not create a need for new or altered police services.** The Mountain View police station is located at 1000 Villa Street in the city of Mountain View. The station is staffed with 100 officers and 54 staff, including bicycle patrol, canine units, and SWAT, hostage negotiation, and crime prevention teams. The station is equipped with patrol vehicles, off-road vehicles, motorcycles, and bicycles. According to the Mountain View Police Department, the current staff and equipment levels at the Police Department are adequate to serve the proposed project and all cumulative projects. Thus, the proposed project would not create a need for new or altered police protection services.

c. **The project would not create a need for new or altered school services.** The project would not result in any residential development, and thus, would not directly create a demand for school services. The developer would be required to pay a school impact fee of $0.10 per square foot to the Mountain View-Los Altos Union High School District and $0.17 per square foot to the Mountain View Elementary School District, consistent with State law. Therefore, no significant school impacts are expected, and no mitigation is required.

d. **The project would not create a need for new or increased maintenance service.** The proposed project does not have the potential to affect maintenance services, in excess of that previously considered by the *General Plan*.

e. **The project would not create a need for new government facilities or services.** The proposed project does not have the potential to affect governmental services or create a need for new facilities, in excess of those previously considered by the *General Plan*.

B.11 UTILITIES & SERVICE SYSTEMS

a. **The project would not require water supplies in excess of existing capacity.** Water service to the project site is currently provided by the City of Mountain View. Water distribution

infrastructure in the vicinity of the site includes a 12-inch main in El Camino Real, a 10-inch main in The Americana, and a 10-inch main in Continental Circle. Based on water consumption estimates for another PAMF building, the proposed project is estimated to consume approximately 45,000 gallons of water per day (gpd). According to the City of Mountain View, the City has adequate water supplies to accommodate the project's demand for water. Therefore, project impacts related to water supply would be less than significant.

b. **The project would not require new or altered water treatment or distribution facilities.** According to the City, the project would not cause the need for new or altered water treatment facilities. However, existing water users in the project vicinity currently experience periodic water pressure issues. The City intends to prepare a Water Master Plan in the near future to address such issues and identify appropriate infrastructure upgrades, if needed. According to the City, the project's demand for water service could contribute to the water pressure issue, but the contribution would not likely be noticeable. Further, the project would be required to incorporate on-site water pumps and possibly other improvements to ensure that localized pressure deficiencies would not affect fire protection needs at the site. Nonetheless, the proposed project would not result in the need for new or altered water distribution system, and the related project impacts would be less than significant.

c. **The project would not create a need for new or altered sanitary sewer services.** Wastewater service to the project site is currently provided by the City of Mountain View. Wastewater distribution infrastructure in the vicinity of the site includes a 12-inch main in El Camino Real, a 8-inch main in The Americana, and a 8-inch main in Continental Circle. Based on wastewater generation estimates for another PAMF building, the proposed project is estimated to generate approximately 37,500 gpd of wastewater. The Palo Alto Regional Water Quality Control Plant treats wastewater generated at the project site. The treatment capacity at the treatment plant specifically allocated to the City of Mountain View is 14.4 million gpd. The City's current usage is 8.2 million gpd. Thus, the treatment plant has sufficient capacity to serve the wastewater treatment requirements of the proposed project and cumulative development.

d. **The project would not create a need for new or altered storm water drainage systems.** Project impacts related to storm water drainage systems are discussed under **Section B6. Hydrology and Water Quality**, above.

e. **The project would not create a need for new or altered solid waste disposal.** Ninety percent of solid waste in the City of Mountain View goes to the Kirby Canyon Recycling and Disposal Facility in San Jose. This facility currently accepts 2,600 tons of solid waste per day and has a remaining capacity of 57.3 million cubic yards. The planned closure date for the landfill is

December 31, 2022. Therefore, the landfill has enough capacity to serve both the project and the cumulative projects proposed in Mountain View.

f. **The project would not require a need for new or altered power or natural gas systems.** According to PG&E, providing electricity and natural gas service to new developments is typically not an issue. All new development constructed in PG&E service territory must comply with PG&E's conditions for new construction services. Prior to construction of new development requiring PG&E's electricity and natural gas services, project applicants must submit an application describing the project's basic service needs and the project's location. After review of the application, a PG&E representative meets with the project applicant to discuss electricity and natural gas service requirements and the construction process in more detail. During the engineering phase, a PG&E engineer visits the project site to verify the service route and gather more information about existing facilities and site conditions. Project applicants must submit all contracts and payments to PG&E, and rights-of-way must be obtained, prior to scheduling of project construction. Additionally, project applicants must complete all of the construction responsibilities agreed to before PG&E can provide electricity and natural gas service. Once project construction is complete, electricity and natural gas meters are installed on the project site. Compliance with all of the conditions for new construction services would ensure that project would not create a need for new or altered power or natural gas systems.

g. **The project would not require a need for new communication systems.** Telecommunication systems would be provided to the project site by Pacific Bell. The City will regulate placement of all conduit and cable within the street right of way, through the issuance of excavation permits, to prevent any adverse impacts to existing city utilities.

B12. RECREATION

a. **The project would not increase demand for parks or other recreational facilities.** The proposed medical office building does not involve residential development and thus, would not directly increase the need for recreational space. The project site does not occupy existing recreation space. Therefore, the proposed project would not result in significant impacts related to an increased demand for parks or other recreational facilities.

b. **The project would not affect existing park resources.** Sylvan Park is less than a mile north from the project site on Sylvan Avenue. Because the proposed project would not directly involve residential development, it would not affect this resource. Therefore, the proposed project would not result in impacts related to affecting existing park resources.

B13. AESTHETICS

a. **The project would not affect a scenic vista or highway.** The City of Mountain View's CEQA Guidelines state that for a project to have significant visual impacts, the project must either be located in an area that is considered to be an aesthetic resource or block views of an aesthetic resource. Most of the project site is located within viewing distance of SR 85, which is considered to be a scenic highway in Mountain View. In addition, the project site is identified in the *1992 General Plan* as a "Gateway Site" and is of community-wide aesthetic importance. Therefore, the site is considered to be an aesthetic resource.

The project site is relatively flat, sloping slightly up and away from El Camino Real. The site is currently developed with an abandoned 45- to 74-foot-tall building and an asphalt parking lot. The footprint of the existing building is approximately 91,000 square feet (sf). Existing trees are located in a grove along El Camino Real, in the parking lot, and in the rights-of-way of SR 85 and El Camino Real. Most of the trees within the parking lot appear to be in poor health. Overall, the existing visual quality of the project site is poor.

Implementation of the proposed project would require demolition of the existing building and removal of the parking lot, trees, and landscaping near the building. The proposed medical building would appear as a 3-story structure on El Camino Real with a building height of approximately 55 feet, and with a 70-foot central entry. The footprint of the building would be 92,000-sf. Given that the ground floor would be developed into the existing grade, the building would appear as a two-story building from Continental Circle. In addition, a parking area with both above- and below-ground parking would be developed to the south of the new building. Although setbacks and landscaping have not been specifically defined, preliminary design plans for the project show that the proposed design generally complies with the Precise Plan related to setbacks, landscaping, and preservation of the Heritage tree grove fronting El Camino. (Trees within the existing parking lot would be removed to allow for construction of the new building.) The City's Design Review would serve to ensure that the architectural style of the proposed building would enhance the building form, reduce the perceived building scale and bulk, provide "high quality, landmark design," and consider views from SR 85. Overall, development of the project would improve the visual quality of the project site and thus, would improve the view of the site from SR 85. Therefore, project impacts related to affecting scenic vistas or highways would be less than significant.

b. **The project would not substantially degrade existing visual character of site.** See response to B13a. As stated above, development of the proposed project would improve the visual quality of the project site. Further, the Development Review Committee would evaluate the project to ensure that the design of the project would meet community standards for aesthetic and

harmonious development. Therefore, project impacts related to the substantial degradation of existing visual character of the site would be less than significant.

c. **The project would not create light or glare.** The project site is already fully developed and includes several sources of light and glare such as parking lot and building lights, windows, metal surfaces, etc. Additionally, the project site is surrounded by existing development that also includes several similar sources of light and glare. Further, the project applicant would comply with the Precise Plan that requires that care should be taken in the mix of uses and the types and locations of any exterior lighting fixtures to prevent light and glare from adversely affecting residential development. For example, the intensity of outdoor lighting should be reduced as much as possible during non-business and/or nighttime hours. Development of the proposed project would result in a similar level of light and glare as currently exists on the site. Therefore, project impacts related to light and glare would be less than significant.

B14. CULTURAL RESOURCES

a. **The project would not disturb paleontological resources.** A cultural resources assessment completed for the City's 1992 *General Plan* determined that there are no paleontological resources in Mountain View.

b. **The project would not disturb archaeological resources.** The City's 1992 *General Plan* states that archaeological resources have been identified in the City, and the available archival data suggest that subsurface archaeological deposits exist in the City. No known archaeological resources have been identified on the project site. However, given that archaeological resources have been identified elsewhere in the City, it is possible that unknown archaeological resources are located at the site. Thus, the following mitigation measure is required:

1. If, during any phase of project construction, archaeological resources are discovered, the project developer shall halt work within 150 feet of the find. The Planning Department shall be notified, and work shall resume only after the find has been evaluated by a qualified professional archaeologist. If the find were determined to be significant, the project developer, the City, and the archaeologist would meet to determine the appropriate course of action. All cultural materials recovered as part of the monitoring program would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

c. **The project would not cause a substantial adverse change in the significance of a historical resource.** According to the City's 1992 *General Plan* no known historic resources are on the site. However, given that the site was once used as a ranch and orchard, it is possible that unknown

subsurface historic resources are located on the site. Therefore the following mitigation measure is required:

1. If, during any phase of project construction, subsurface historic resources are discovered, the project developer shall halt work within 150 feet of the find. The Planning Department shall be notified, and work shall resume only after the find has been evaluated by a qualified professional historic archaeologist. If the find were determined to be significant, the project developer, the City, and the historic archaeologist would meet to determine the appropriate course of action. All cultural materials recovered as part of the monitoring program would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

d. **The project would not disturb human remains.** There are no known human remains in the vicinity of the project site. However, given the fact that archaeological resources have been identified elsewhere in the City, it is possible that unknown human remains could be on the site. Therefore, the following mitigation measure is required:

1. If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the Planning Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

8.0 GROWTH INDUCEMENT

A. PURPOSE

Section 15126.2(d) of the CEQA Guidelines requires that an EIR include a discussion of the project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section of the EIR provides an analysis of such potential growth-inducing impacts based on criteria suggested in the CEQA Guidelines.

B. INTRODUCTION

In general terms, a project may foster spatial, economic, or population growth in a geographic area if the project meets any of one of the following criteria:

- The project removes an impediment to growth (e.g., through the establishment of an essential public service, the provision of new access to an area, or a restrictive change in zoning or general plan land use designation);
- Economic expansion, population growth, or the construction of additional housing occurs in the surrounding environment in response to the project, either directly or indirectly (e.g., through changes in revenue base, employment expansion, etc.);
- Establishment of a precedent-setting action (e.g., an innovation, change in zoning, or general plan amendment approval; or
- Development or encroachment in an isolated or adjacent area of open space (being distinct from an "infill" type of project.)

Should a project meet any one of these criteria, the project can be considered growth inducing. An evaluation of the CCSF Master Plan vis-à-vis these growth-inducing criteria are provided below

It must be emphasized that the *CEQA Guidelines* require that an EIR to "discuss the *ways*" [emphasis added] a project could be growth-inducing and to "discuss the *characteristics* of some projects which *may* encourage…activities that could significantly affect the environment" [emphasis added]. However, the *CEQA Guidelines* do not require that an EIR predict (or speculate) specifically where such growth

would occur, in what form it would occur, or when it would occur. The answers to such questions would require speculation, which CEQA discourages (see *CEQA Guidelines* Section 15145).

C. ANALYSIS OF THE PROJECT

C1. Removal of an Impediment to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include non-existent or inadequate access to an area or the lack of essential public services (e.g., water services), and planning impediments may include restrictive zoning and/or general plan designations.

The site is currently entirely developed. The City of Mountain View Public Works Department currently provides both water and wastewater service to the project site and surrounding area; wastewater is currently treated at the Palo Alto Regional Water Quality Control Plant. The proposed project would connect to existing water and wastewater lines in the City streets. Any infrastructure improvements would occur within the project site and would not result in additional off-site water or wastewater capacity within the City. Given that the project would be accommodated by existing public services and would not require the establishment of an essential public service, the project would not be considered growth inducing with respect to service/utility infrastructure.

The project site is located in the City of Mountain View, southeast of the El Camino Real and State Route 85 (SR 85) interchange and adjacent to The Americana and Continental Circle. The existing area roadways provide access to the project site. As discussed in **Section 3.0, Project Description**, primary access into and out of the site would be provided via the existing vehicular entry at The Americana, with circulation on the site consisting of an access roadway to the south of the building. This roadway would provide access to the medical facility building and the proposed 1,111-space parking facility. In addition, secondary ingress into and egress out of the parking lot would be provided from Continental Circle. Given that the project involves only slight modifications to existing access and does not include the provision of new access to an area, the project would not be considered growth-inducing with respect to access.

In addition to the physical impediments discussed above, development impediments and regulatory legislation, such as land use plans and policies, may also restrict or deter localized growth and can be considered an impediment to growth. Approval of the project would require an amendment to the City's

General Plan and the Americana Center Precise Plan. However, amendments to such documents are common occurrences and do not represent a removal of an impediment to growth that could foster similar amendment requests.

C2. Economic Growth

Construction of the proposed project would result in a temporary increase in construction-related job opportunities in the local area. However, opportunities provided by construction of the project would not likely result in household relocation by construction workers to the vicinity of the project site. The construction industry differs from most other industry sectors in several ways, including the following:

- Construction employment has no regular place of business. Rather, construction workers commute to job sites that may change several times a year.
- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons) and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

Additionally, construction workers could be expected to be drawn from the construction employment labor force already resident in the City of Mountain View and the surrounding communities. It is not likely that construction workers would relocate their place of residency as a consequence of working on the proposed project, which would have a relatively short construction period. Employment opportunities provided by construction of the project would not constitute a substantial employment growth.

The proposed project does not include the development of housing, and therefore, the project would not directly contribute to population growth in the area. However, the project does include an approximately 250,000-gross-square-foot (gsf) medical facility building. Implementation of the project would allow for the development of a now vacant site, which would increase the amount of tax revenue associated with the site. Given that the project is relatively small in size, the City is virtually built-out, and the opportunities for growth in the City are limited, it is not anticipated that the increase in tax revenue associated with the project would contribute to the growth of the City.

Further, the project would result in an increase in employment on the site, requiring approximately 100 physicians and 310 staff. At the same time, most of the 100 doctors that would work at the

proposed medical facility would be transferred from other PAMF-operated facilities in the region and would be expected to bring some or all of their staff with them to work at the new facility. As a result, it is reasonable to assume that most of the number of employment opportunities provided by the project would be filled by people who already live in the region, and the amount of growth associated with the remaining project's employment would be minimal. Additionally, it is likely that people in the local labor force could fill the remaining employment opportunities offered by the project. Given the above, the project would not be growth inducing with respect to increased population or employment.

C3. Precedent-Setting Action

The City of Mountain View *General Plan* land use designation for the site is "Regional Commercial," defined to include "businesses supplying comparison goods and specialty items that need a broad commercial base." The site lies within the *P (Planned Community)* zoning district and is within Area C of the Americana Center Precise Plan. Within Area C, the Precise Plan currently allows hotels, restaurants, and offices as permitted uses, and mixed hotel/office/retail, residential/office/retail, health clubs, and certain other retail uses as provisional uses. The proposed project would require an amendment to the *General Plan* land use designation and the Precise Plan to permit medical office use in this area. However, the proposed *General Plan* land use redesignation and Precise Plan modification would not be considered precedent-setting actions because the *General Plan* has undergone similar amendments in the past and because, in general, amendments to plans are not considered precedent setting. Thus, the proposed project is not considered growth inducing based on this criterion.

C4. Development of Open Space

The project site is entirely developed with an existing building and a surface parking lot. The proposed project includes replacement of the uses on site with a new building and a parking structure. The project is considered an "infill" project and does not include the development or encroachment in an isolated or adjacent area of open space. Thus, the project would not be considered growth-inducing for this reason.

D. CONCLUSION

As discussed above, the project would not remove impediments to growth, involve a precedent-setting action, or encroach on open space. The project could lead to some economic growth in the City by developing a medical office facility in place of a vacant department store and by increasing tax revenue and employment opportunities. However, the extent to which such growth could occur is considered minimal. Therefore, the proposed project is not considered to be growth-inducing.

9.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

A. PURPOSE

Section 15126.2(c) of the CEQA Guidelines states that significant irreversible environmental changes associated with a proposed project shall be discussed, including the following:

- *Uses of nonrenewable resources during the initial and continued phases of the project that may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely;*
- *Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area), which generally commit future generations to similar uses; and*
- *Irreversible damage that could result from environmental accidents associated with the project.*

B. DISCUSSION

The project site is currently occupied by a vacant department store building and parking area and has been unused except for car storage for approximately eight to nine years. The proposed development of the project site would return the site to commercial use. The proposed project would, therefore, involve an irreversible commitment to the use of non-renewable resources during the construction and operation phases in the form of refined petroleum-based fuels, natural gas for space and water heating, and mineral resources used in construction materials.

The project site is already developed and is entirely surrounded by existing commercial and residential land uses and roadways. The project involves the redevelopment of the site for commercial use. Thus, the project would not commit future generations to use of a site that was previously inaccessible or not similar in land uses.

The types of hazardous materials associated with the proposed medical facility would include cleaning and disinfectant chemicals such as bleach, ammonia, ethyl alcohol, and hydrogen peroxide; chemicals used for preservation of bio-samples; and bio-wastes such as blood, tissue, urine, and feces. All storage, transport, and disposal of chemicals and medical waste materials would be subject to substantial government health and safety regulations applicable to hazardous materials handling and use, including California Health and Safety Code requirements for the preparation of Hazardous Materials Management Plans. These Plans must be filed with the Mountain View Fire Department. Exposure to hazards would also be minimized by adhering to the Occupational Health and Safety Administration's (OSHA) requirement of proper use of fume hoods. Adherence to U.S. Department of

Health and Human Services guidelines would minimize the hazards posed to workers from biohazard waste, while PAMF policies, procedures, and operational procedures would ensure proper handling of all kinds of hazardous materials. No radiological materials would be stored on the site. Further, all hazardous waste would be collected in containers specifically designed and labeled for hazardous use and would be stored in a dedicated holding area. Hazardous wastes would be properly packaged and labeled for transport. A licensed collection company would transport these containers to a disposal site. Transport of hazardous chemical waste on public roadways requires the use of containers approved by the Department of Transportation as well as proper shipping documentation.

A Phase I preliminary site assessment (PSA) conducted in 2003 indicates that it is possible that residual contamination associated with the site's previous use as an orchard could occur at the site. Specifically, shallow soil in former orchard lands throughout Santa Clara Valley often contains elevated levels of DDT-related compounds, arsenic, and lead. In addition, old ranch complexes, similar to the one that formerly occupied the site, often maintained fuel tanks for farming equipment. The PSA could not rule out the possible presence of soil or groundwater quality contamination related to the possible presence of fuel tanks at the former ranch complex. The potential to encounter contaminated soil during site grading and construction and exposing workers and the public to contaminants is considered a significant impact. Nonetheless, the mitigation measures prescribed for these impacts, including soil and groundwater sampling if evidence of contamination is found, would ensure that hazards impacts would be less than significant.

Given the reasons stated above, the proposed project would not result in irreversible damage that could result from environmental accidents.

10.0 LIST OF EIR PREPARERS AND ORGANIZATIONS AND PERSONS CONSULTED

A. LIST OF EIR PREPARERS

The following persons/organizations were involved in the preparation of this EIR:

A1. Lead Agency: City of Mountain View

Mary Fulford, Community Development Director
Brad Eckhardt, Environmental Review Coordinator
Lorraine Weiss, Planning Consultant

A2. Environmental Consultants: Impact Sciences, Inc.

Arlyn Purcell, Principal
Kerrie Nicholson, Senior Project Manager
Geraldina Grünbaum, Staff Planner

A3. Project Applicant: Palo Alto Medical Foundation

David Jury, Senior Director, Support Services

A4. Applicant's Consultants

Curtis B. Snyder, Architect, Hawley Peterson & Snyder Architects
David Regester, Hawley Peterson & Snyder Architects
Robert Eckols, Fehr & Peers Transportation Consultants

B. ORGANIZATIONS AND PERSONS CONSULTED

B1. Transportation and Circulation

Gordon Lum, TJKM Transportation Consultants
Robert Eckols, Fehr & Peers Transportation Consultants

11.0 REFERENCES

CHAPTER 3.0 PROJECT DESCRIPTION

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CHAPTER 4.1 TRANSPORTATION AND CIRCULATION

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CHAPTER 7.0 IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

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Appendix 1.0 Notice of Preparation (NOP) and NOP Responses

NOTICE OF PREPARATION (NOP) of a DRAFT FOCUSED ENVIRONMENTAL IMPACT REPORT (EIR) for TRAFFIC AND AIR QUALITY

Project Title/Location:	Palo Alto Medical Foundation, 701 El Camino Real East
City:	City of Mountain View, California
County:	Santa Clara, CA
Assessor Parcel Numbers:	198-01-001 & 198-01-002

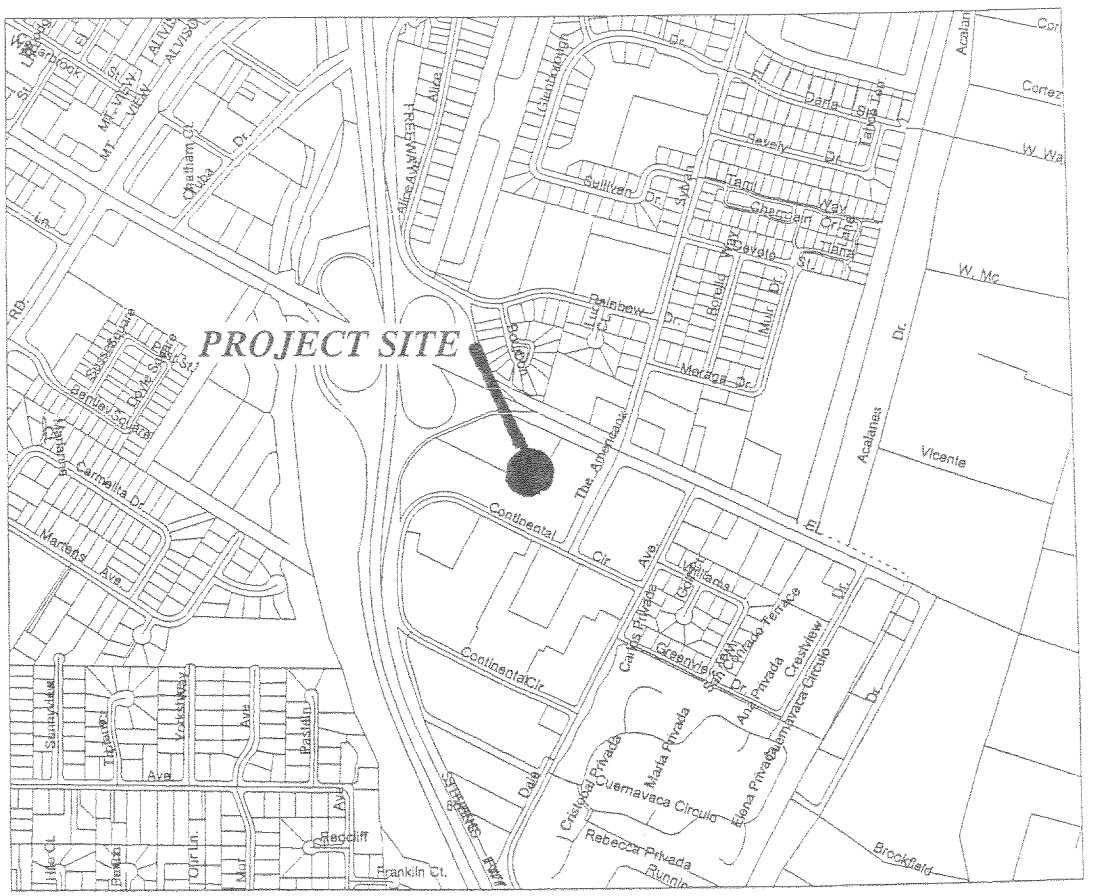
In accordance with the California Environmental Quality Act (CEQA) Guidelines, Article VII, and the City of Mountain View's Procedures for Implementation of CEQA, an Initial Study for the above named project was prepared. Based on the Initial Study, **notice is hereby given** that the City of Mountain View will be the Lead Agency and will prepare a focused Environmental Impact Report (EIR) to analyze traffic and air quality impacts for the Palo Alto Medical Foundation's (PAMF) proposal to redevelop a 9.66 acre site located at 701 El Camino Real East. The project includes: 1) a General Plan amendment and precise plan amendments to allow medical uses in Area C of the Americana Precise Plan; and 2) the demolition of an existing vacant commercial building (the Emporium building) and construction of a 250,000 square foot medical facility, on-site parking, and related site improvements. This facility would include offices and exam rooms for primary care physicians and specialty physicians as well as an urgent care center, outpatient surgery center, pharmacy, laboratory and diagnostic radiology services, administrative offices, conference facilities, and a cafeteria. The proposed facility is not a hospital and will not require inpatient services beyond 23 hours.

Your input is encouraged. The City accepts written correspondence until **May 9, 2004** mailed to the address given below or emails to community.dev@ci.mtnview.ca.us. If you have any questions regarding this notice or the project, please contact Mary Fulford at (650) 903-6306.

Copies of the Initial Study and all documents referenced are available for review in the City of Mountain View's Community Development Department Planning Division Office, City Hall, 500 Castro Street, Mountain View, CA, 94039-7540.

701 EAST EL CAMINO REAL

- Abc Road Name
- City limit
- Street center line
- Parcel
- Border city street centerline
- North Arrow



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FEET

PROJECT DESCRIPTION

A. PROJECT OBJECTIVES

The objectives of the project include the following:

- Expansion of health care services in the City of Mountain View;
- Creation of a state-of-the-art medical facility providing out-patient services;
- Provide patients with a broad range of health services in one location;
- Provide a comprehensive range of primary and specialty physician services, an out-patient Surgi-Center, an Urgent Care Center, diagnostic radiology and laboratory departments, a pharmacy, and conference rooms for health education and community workshops; and
- Employ approximately 100 physician and 310 nurses, technicians, and staff.

B. PROJECT LOCATION AND SETTING

As shown on **Figure 1, Site Location,** the project site is southeast of the interchange of El Camino Real and State Route 85 (SR 85) in the southeastern part of the City of Mountain View. The City of Mountain View is located in the northwestern portion of Santa Clara County and is surrounded by the San Francisco Bay to the north, Palo Alto to the northwest; Los Altos to the west, southwest and south; and Sunnyvale to the east.

The site is located within the Americana Center Planned Community District, which covers the approximately 32-acre area and is bounded by El Camino Real, Dale Avenue, SR 85, and Continental Circle.[1] Allowed land uses and development standards for this district are governed by the Americana Center Precise Plan (the Precise Plan), which is divided into 3 sub-areas (Areas A, B, and C). The project site encompasses all of Area C, which is generally bounded by SR 85 to the west, El Camino Real to the north, Americana Way to the east, and Continental Circle to the south. The site consists of two parcels (Assessor's Parcel Numbers (APNs) 198-01-001 and 198-01-002) covering approximately 9.66 acres. Parcel 1 fronts on SR 85 and El Camino Real and is approximately 2.86 acres in size. Parcel 2 fronts on El Camino Real as well as Americana Way and Continental Circle and is approximately 6.80 acres in size. Access to the site is currently provided via driveways on Americana Way and Continental Circle.

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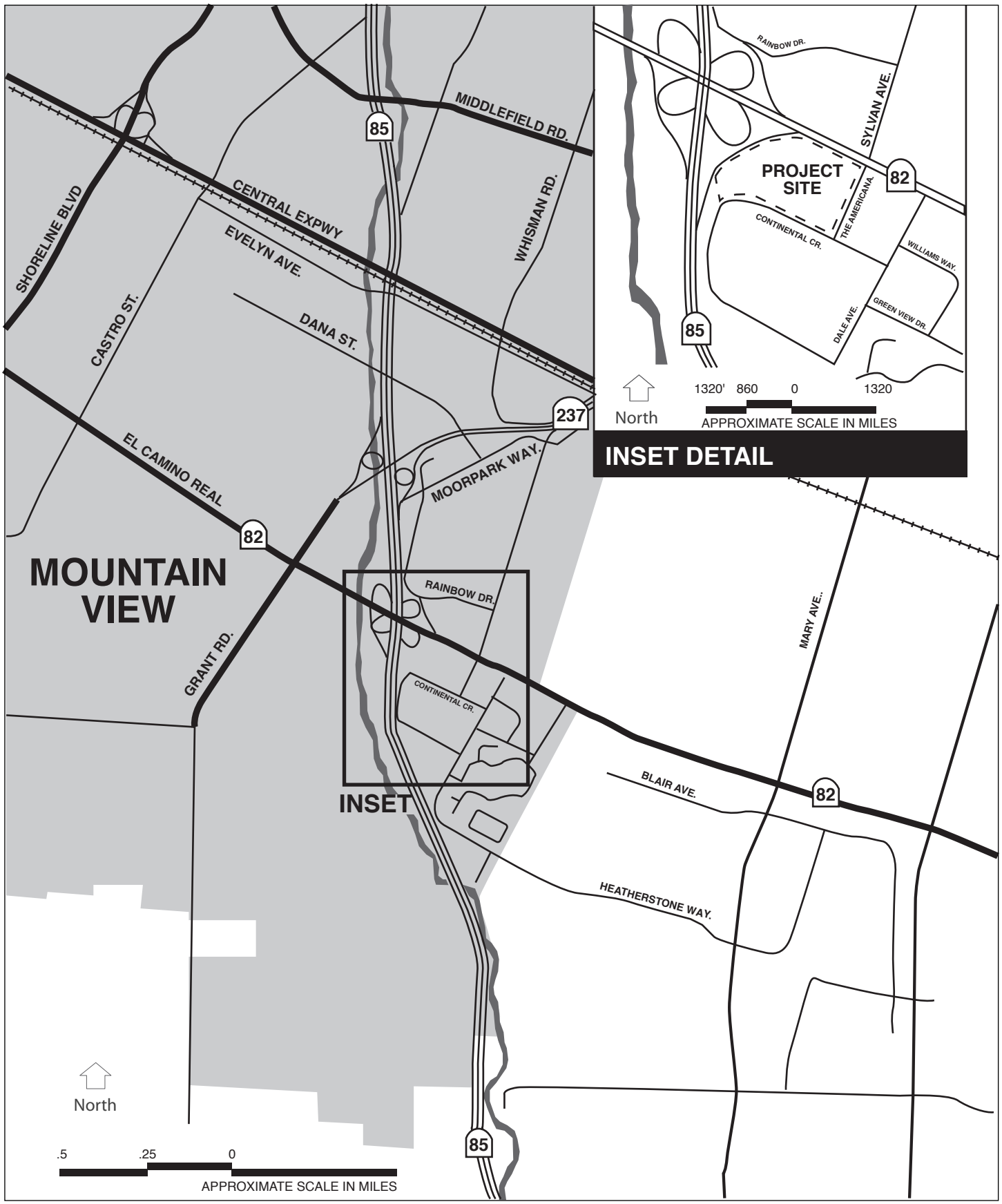
1 The Precise Plan provides general guidelines for future development and improvements in the area.



SOURCE: Impact Sciences

FIGURE 1

Site Location

The project site is currently occupied by a vacant department store building and parking area and has been unused except for car storage for approximately eight to nine years. The site gently slopes upward from El Camino Real from approximately 135 feet above mean sea level (msl) to approximately 145 feet above msl at Continental Circle. The site contains 148 trees of varying size and species found throughout the parking area, around the perimeter of the existing building and edge of the site, and within a grove along El Camino Real. Twenty-nine of the trees on the site meet the criteria of a Heritage Tree as defined by the City of Mountain View (City of Mountain View City Code Chapter 32, Article II, Section 32.23). Of the 29 Heritage Trees, 13 are within the grove along El Camino Real, 9 are adjacent to the public street and utility easement along El Camino Real, 3 are adjacent to the utility easement along SR 85, and 4 are just west of the existing building. Of all the Heritage Tress, only one (located in the grove) is a poor specimen. All other Heritage Trees on the site are fair, fine, or exceptional specimens.

Adjacent land uses include the two remaining sub-areas of the Precise Plan – Areas A and B. Area A, to the east of Area C, is a 4.5-acre neighborhood shopping area fronting on El Camino Real between Dale Avenue and Americana Way. Area B is an 18.6-acre multiple-family residential area south of Areas A and C and is bounded by Dale Avenue, Continental Circle, and SR 85. Areas A and B are fully developed within the parameters of the Precise Plan.

Within Area C, the Precise Plan currently allows hotels, restaurants, and offices as permitted uses, and mixed hotel/office/retail, residential/office/retail, health clubs, and certain other retail uses as provisional uses. The maximum allowed floor areas vary by use; the maximum floor area ratio (FAR) is 0.60 for hotel, 0.50 for office, 0.35 for retail, 0.65 for mixed commercial use, and 1.15 for mixed residential and commercial use.

The *General Plan* land use designation for the site is "Regional Commercial," which is defined as "businesses supplying comparison goods and specialty items that need a broad commercial base."

C. PROJECT CHARACTERISTICS

The Palo Alto Medical Foundation (PAMF) is requesting an amendment to the Mountain View General Plan and Precise Plan (and other approvals) to permit medical office use in Area C and to allow a total of 250,000 gross square feet (gsf) (an FAR of approximately 0.60).

The general components of the proposed project include the following:

- A three-story, approximately 250,000-gsf building;
- On-site above- and below-ground parking (a two-level parking deck);
- A loop access road; and

- Landscaping.

PAMF has not submitted a specific development proposal to the City at this time. The project characteristics described in this section are based on input from the project design team and the characteristics of comparable medical facilities elsewhere. These characteristics were used in the impacts analysis in this Initial Study. Should the specific development proposal differ substantially from the project described in this section, supplemental environmental review might be required.

C1. Building Design

The proposed project includes an approximately 250,000-gsf, three-story medical building, fronting on El Camino Real. The ground floor of the building would be developed by excavating into the existing grade, which slopes up and away from El Camino Real. The building would appear as a three-story building from El Camino Real and as a two-story building from Continental Circle. The building would have a generally rectangular shape, which would accommodate a repeating pattern of interior modules (the organizational concept for the proposed uses). The floors would range from approximately 72,000 to 92,000 square feet (sf) of space with a floor-to-floor height ranging from 13 feet to 16 feet. The general height of the building along El Camino Real would be 55 feet above grade with a small central portion of the building extending up to approximately 70 feet above grade. Due to grade changes on the site, the building would be approximately 45 feet above grade at the south side of the building relative to Continental Circle. These heights do not include the roof-mounted equipment.

The applicant intends that adequate articulation of the building façade be created to provide appropriate scale. Windows would be sized to provide adequate natural light for both office and waiting areas. Most of the mechanical equipment would be placed on the roof and screened, with the emergency generator screened on the west side of the building. The existing grove of trees on the project site near El Camino Real would be incorporated into a proposed courtyard.

The proposed project would be designed in compliance with the following coverage and setback requirements:

- Forty percent maximum building coverage;
- A minimum of 25 percent of the net site area should be used for landscaping; and
- A minimum of 20 feet Continental Circle and a minimum of 20 feet from SR 85. From Americana Way, the setback of the building should be equal to the height of the building wall.

C2. Uses, Services, and Operation

The proposed medical facility would house several uses and services, including, but not limited to the following:

- Offices and exam rooms for primary care physicians and specialty physicians;
- Urgent Care Center;
- Outpatient Surgery Center;
- Pharmacy;
- Laboratory;
- Diagnostic Radiology Services - including magnetic resonance imaging (MRI), computed tomography (CT) and general radiology, including mammography;
- Administrative offices;
- Conference Center, consisting of several small rooms that could open into one larger room; and
- Food service.

The facility would not include any inpatient services. A breakdown of the specific uses on each floor is shown in **Table 1, Conceptual Uses**.

The hours of normal operation for departments other than Urgent Care, Laboratory, and Radiology would be from 7:00 a.m. to 6:00 p.m., Monday through Friday, and on Saturdays from 9:00 a.m. to 12:00 p.m. Urgent Care would operate from 8:00 a.m. to 9:00 p.m., Monday through Friday, and on weekends and holidays from 8:00 a.m. to 8:00 p.m. (Urgent Care would be open every day of the year.) Laboratory and Radiology would operate on schedules to support Urgent Care and other department operations. MRI would typically operate from 6:00 a.m. until 10:00 p.m.

The Conference Center would operate during the daytime and evening, with classes offered in the evenings and on the weekends. As many as two to three classes would be offered in the evenings, with classes ending by 9:00 p.m. Evening classes would normally consist of 10 to 20 people and would include health education classes. Weekend events would likely include all-day Lamaze classes, stress reduction workshops or educational seminars. These events would have between 15 and 20 participants and run from morning to early evening.

Table 1
Conceptual Uses

Lower Level – First Floor

West		Middle		East		Total/Floor
Central Processing	2,792 sf	Lobby	3,129 sf	Orthopedics	12,551 sf	
Surgical Center	17,429 sf	General Building	3,171 sf	Psychiatry	1,823 sf	
Oncology	4,823sf	Elevator Core		Podiatry	3,312 sf	
Infusion Center	5,026 sf			Radiology	16,738 sf	
G.I.	5,410 sf					
Facilities	917 sf					
Laundry	316sf					
Central Circulation	3,600 sf	Central Circulation	1,800 sf	Central Circulation	3,600	
Subtotal	***40,313 sf***		***8,100 sf***		***38,027 sf***	**86,440 sf**

Entry Level – Second Floor

West		Middle		East		Total/Floor
Internal Medicine	15,314 sf	Lobby	3,129 sf	Family Practice	11,233 sf	
Nephrology	2,294 sf	General Building	3,171 sf	Urgent Care	6,157 sf	
Rheumatology	2,400 sf			Pediatrics	9,676 sf	
Lab	5,000 sf			Allergy	5,102 sf	
Cardiology	7,027 sf					
Endocrinology	2,619 sf					
Nutritional Services	1,725 sf					
Pharmacy	2,000 sf					
Central Circulation	3,600 sf	Central Circulation	3,666 sf	Central Circulation	3,600 sf	
Subtotal	***41,979 sf***		***9,985 sf***		***35,768 sf***	**87,733 sf**

Upper Level – Third Floor

West		Middle		East		Total/Floor
Audiology	2,152 sf	Lobby	3,129 sf	Conference Center	4,635 sf	
ENT	5,997 sf	General Building	3,171 sf	Operation Administration	1,700 sf	
Neurology	3,164 sf			Medical Administration	3,140 sf	
Urology	3,594sf			Human Resources	2,100 sf	
Surgery	4,839 sf			Marketing	865 sf	
Plastic Surgery	3,440 sf			OB-BYN	11,542 sf	
Dermatology	6,656 sf			Café	2,500 sf	
Pulmonary	2,236 sf			Med. Direction	805 sf	
				Patient Resources	426 sf	
				Quality Improvements	592 sf	
				Staffing Services	144 sf	
Central Circulation	3,600 sf	Central Circulation	1, 800 sf	Central Circulation	3, 600 sf	
Subtotal	***35,678 sf***		***8,100 sf***		***32,049 sf***	**75,827 sf**
					Grand Total	**250,000 sf**

Note: uses and space estimates are conceptual and subject to change.
Source: PAMF, 2003.

It is anticipated that on a daily average, 100 physicians, 310 staff, and 1,650 patients would use the facility. The mix of physicians has not been established at this time. Although there would be no formal multiple shifts, start times would be staggered from 7:00 a.m. to 9:00 a.m. for staff and physicians. Urgent Care would be staffed by two shifts, the first from 7:30 a.m. to 3:00 p.m., and the second from 3:00 p.m. to 9:00 p.m. most days (shifts vary slightly on weekends and Holidays). Each shift would be made up of approximately 2-4 providers and 7 staff.

C3. Medical Equipment and Waste

All medical equipment used at the proposed medical facility would be licensed by the State of California and would not require local oversight. Likewise, all hazardous waste, including bio-hazardous and pharmaceutical waste, would be handled according to State and County regulations. These wastes would be collected in containers specifically designed and labeled for hazardous use and would be stored in a dedicated holding area. The containers would then be manifested and transported to a disposal site by a licensed collection company. Chemicals would also be used and stored in accordance with applicable regulations. No radiological materials would be stored on the site. The placement and number of fume hoods is not known at this time.

C4. Access, Circulation, and Parking

Access to the medical facility site would be provided via the existing vehicular entry at Americana Way, with circulation on the site consisting of an access roadway to the south of the building. This roadway would provide immediate access to Urgent Care that would be located at the northeastern corner of the building, right hand patient drop-off at the main entrance to the building, and access to the parking facility that would be developed to the south of the access roadway. Egress from the site would be provided via the same access roadway. In addition, ingress into and egress out of the parking lot would also be provided from Continental Circle.

Given the slope of the site, the main access to the medical building would be on the second floor. Additional access would be provided from the lower level of the parking structure into the ground floor of the building. Urgent Care and the Conference Center would have separate entrances so that weekend and evening activity would not affect security in the rest of the facility. These areas would also have separate entrances from the remainder of the clinic.

Parking would be provided on site directly across from the loop road and main building in a landscaped parking structure, including one level of parking below ground and one above ground. The structure would include 1,111 parking spaces for patients and staff parking on the upper and lower levels. A minimum of 111 spaces would be reserved for person with disabilities, in compliance with American's

With Disabilities Act (ADA). Eighteen surface parking spaces would be provided near the entrance to the Urgent Care. Pedestrian crossings from the parking structure to the building entry would be clearly defined. The lower level of the structure would be artificially and naturally lit and would be ventilated by openings overhead and to the sides.

Service delivery to the site as well as trash and recycling pick-up would be via the loop road, concentrated in a service yard at the western end of the building, screened from adjacent properties by fencing and landscape materials. Delivery hours would be restricted as required by the City. While large trucks may make occasional deliveries (limited to one or two per week), most deliveries would be made by small vehicles. These deliveries would take place several times per day.

Although emergency vehicles would not be stationed at the site, there would be a need for occasional ambulance transport of patients to El Camino Hospital. Such transport would be expected to occur one or two times per week.

C5. Construction Schedule

Construction is expected to occur over an 18-month to 2-year period. Construction is anticipated to begin approximately in July 2005 and end approximately in April 2007. Construction activities would begin with the demolition of the existing Emporium building and removal of the parking lot and ornamental trees. Following completion of these activities, the entire project site would be graded and prepared for construction. Development of the medical building, parking structure and circulation areas, extension of utilities, and landscaping would follow.

D. DOCUMENTS SUBMITTED

The following technical reports were submitted with the project application:

- Fehr & Peers, Transportation Impact Analysis for the Palo Alto Medical Foundation, Mountain View Project, Draft Report, August 18, 2003.
- Phase 1 Preliminary Site Assessment Update, Northgate Environmental Management, Inc., September 29, 2003.
- Updated Tree Survey at the Old Emporium Site, Barrie D. Coate and Associates, February 11, 2004.

E. APPROVALS REQUESTED

The project applicant is requesting an amendment to the Precise Plan to permit medical office use in Area C, to allow a front-yard setback of 25 feet, and to allow a floor area of 250,000 gsf (0.60 FAR). Also, the project applicant is requesting an amendment to the *General Plan* land use designation to allow for medical office use on the project site In addition, the project applicant is requesting a Planned Community Permit, including environmental approval, architectural design approval, lot line adjustments or lot merger, and any other permits or approvals that may be required to authorize this medical clinic facility.

III. ENVIRONMENTAL CHECKLIST AND DISCUSSION OF POTENTIAL EFFECTS

This section includes the Environmental Checklist required by CEQA, an explanation of responses made to questions on the checklist, mitigation measures necessary to reduce impacts to less than significant levels, and a finding as to the significance of each potentially adverse impact after mitigation.

A. LAND USE & PLANNING

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Conflict with environmental plans or policies adopted by agencies with jurisdiction over the project.	❑	❑	❑	■	1, 2
2. Affect agricultural resources or operations (e.g., soils or farmlands).	■	❑	❑	❑	3
3. Disrupt or divide the physical arrangement of a community.	■	❑	❑	❑	2, 3

A.1: The site lies within the *P (Planned Community)* zoning district and is within Area C of the Americana Center Precise Plan. Area C is intended for a major landmark development, such as a major hotel, office, and/or mixed-use residential/retail or office use. The proposed medical office building would not be consistent with the 1992 *General Plan* land use designation of "Regional Commercial" for the site, defined to include "businesses supplying comparison goods and specialty items that need a broad commercial base." The applicant is proposing to amend the *General Plan* land use designation and Precise Plan to permit medical office use in this area. Approval of this *General Plan* Amendment would eliminate the current inconsistency.

The *General Plan* and Precise Plan designate the site as a "community gateway of significant visual prominence" and "a gateway and landmark location." The effectiveness of the proposed project at meeting that goal would need to be evaluated as part of review of a specific project design. This issue is not related to environmental impacts under CEQA.

Relevant environmental policies from the 1992 *General Plan* are listed as follows:

Community Development Chapter:

Policy 1. Ensure that new development is built and located to minimize the dangers of flooding, airfield effects, earthquake hazards, and hazardous materials.

- The project site does not lie within the 100-year flood zone and is connected to the City's storm drain system. Moffett Field is about 2 miles north of the project site, and therefore, there would be no impact from airfield effects. As described below, hazards related to earthquakes and hazardous materials would be handled through compliance with standard Building Codes.

Policy 2: Minimize the risks from the use of hazardous materials.

- All medical equipment would be licensed by the State of California and would not require local oversight. Likewise, all hazardous waste, including bio-hazardous and pharmaceutical waste, would be handled according to State and County regulations. These wastes would be collected in containers specifically designed and labeled for hazardous use and would be stored in a

dedicated holding area. The containers would then be manifested and transported to a disposal site by a licensed collection company. Chemicals would also be used and stored in accordance with the law. No radiological materials would be stored on the site.

Policy 11. Encourage building and site design that is compatible with the natural environment and features of the site.

- The Precise Plan would require that a minimum of 25 percent of the net site area be devoted to landscaping and that the landscaped area of the site include the existing grove of heritage trees along El Camino Real.

Policy 14. Encourage abundant, attractive, and drought-tolerant landscaping on private property.

- No specific landscaping plan has been prepared at this time. However, the project design would undergo review by the Development Review Committee, which would evaluate the project to ensure that an appropriate combination of landscaping plants is used.

Circulation Chapter

Policy 3. Ensure that future development and the transportation system are in balance.

- As described in **Section C. Transportation and Traffic,** the project could result in significant impacts to traffic on SR 85 and possibly along Continental Circle and Sylvan Avenue.

Policy 23. Ensure that there is secure bicycle parking at centers of public and private activity.

- The proposed medical facility would include bicycle parking and bicycle lockers in the parking garage.

Policy 27. Ensure that pedestrian paths are included within major new developments and public facilities.

- Pedestrian entries would be provided from El Camino Real, Americana Way, and Continental Circle. In addition, the proposed project would include clearly defined pedestrian crossings from the parking structure to the building entry. The project would also include a landing for a future pedestrian overpass over SR 85 (connecting to the Stevens Creek Trail).

Residential Neighborhoods Chapter

Policy 8. Review large-scale commercial and industrial development proposals to determine whether they create a demand for housing.

- The proposed project is not a commercial or industrial development, but a discussion of potential housing demand is included for informational purposes. As described in section **B. Population and Housing**, the proposed project would add approximately 410 jobs to Mountain View, including 100 physicians and 310 staff. Most of the 100 doctors that would work at the proposed medical facility would be transferred from other PAMF-operated facilities in the region. Further, it is likely that these doctors would bring some or all of their staff with them to work at the new facility Additionally, the remaining staff requirements for the facility could be filled by the existing work force in the local and regional area. Given the likelihood that the large majority of the future employees already live in the region, the project is not likely to create a great demand for additional housing. Therefore, the project would not contribute to a substantial demand for housing.

Policy 28. Establish design and development guidelines to encourage compatibility between neighboring developments.

- The project would include features for screening of its potential noise and visual impacts. As described in the noise and visual analyses below, there would be no related significant impacts.

Environmental Management Chapter

Policy 13. Promote local efforts to improve air quality.

- The proposed project could result in significant impacts to air quality due to the projected increase in traffic, as described in **Section E. Air Quality** below.

Policy 16. Establish pollution control measures that keep pollutants from entering Mountain View's storm drain system to protect the city's surface water resources.

- Mitigation measures for Hydrology impacts include a storm water filtration system, which must be constructed in compliance with runoff treatment control guidelines as outlined in the City's interim "Storm Water Quality Guidelines for Development Projects Creating More than One Acre of Impervious Surface." Compliance with these guidelines would ensure the project impacts related to hydrology and water quality would be less –than significant.

Policy 18. Recognize that water is a limited resource and encourage water conservation measures where possible.

- The project would comply with City policies, which require water-conserving irrigation systems.

Policy 22. Encourage soil stabilization measures that prevent soil erosion and sedimentation.

- The project would comply with the Santa Clara Valley Urban Runoff Pollution Prevention Program's Best Management Practices for construction sites that are intended to minimize erosion during site work. These practices include using barriers to contain runoff around excavation sites and filtering of runoff on-site using measures such as filter fabric/gravel bags at inlets and fiber rolls around the perimeter of the site.

Policy 23. Ensure the proper use, storage, and disposal of toxic chemicals to prevent soil contamination.

- All hazardous waste, including bio-hazardous and pharmaceutical waste, would be handled according to State and County regulations. These wastes would be collected in containers specifically designed and labeled for hazardous use and would be stored in a dedicated holding area. The containers would then be manifested and transported to a disposal site by a licensed collection company. Chemicals would also be used and stored in accordance with the law.

Policy 25. Protect and restore plant and wildlife habitats.

- The existing Heritage tree grove on the site would be protected and preserved.

Policy 28. Promote energy conservation.

- The proposed project would meet all Title 24 requirements for energy conservation. In addition, as described in **Section K. Utilities and Service Systems,** below, the project would not result in impacts related to power and natural gas.

Policy 37. Prevent injuries and environmental contamination due to the uncontrolled release of hazardous materials.

- As described in **Section I. Hazardous Materials**, below, the proposed project would not result in significant impacts relating to hazardous materials.

Policy 41. Restrict noise levels coming from stationary sources.

- The stationary sources of noise associated with the proposed project would be approximately 400 feet from the nearest residence. Therefore, the project's stationary sources of noise would not be an issue.

Policy 42. Reduce the effects of vehicular noise.

- As discussed below, project impacts related to vehicular noise would be less than significant.

Policy 43. Control the path of noise from source to receiver.

- The proposed project would screen noise-generating activities such as those that occur in loading, storage, and truck delivery areas.

A.2: The property is not used for agricultural purposes. The property is not designated by the California Resources Agency, Department of Conservation as Farmland of any type, is not zoned for agricultural use, and is not under a Williamson Act contract. Further, none of the neighboring properties are used, designated, or zoned for agricultural purposes.

A.3: The City's February 1999 Initial Study for the Americana Center Precise Plan states, "the potential for some regional commercial uses or some potential physical development of the site to disrupt or divide the physical arrangement of the community will be a key policy issue addressed by the proposed [Precise Plan] amendments." Typically, the issue of disruption or division of the physical arrangement of a community relates to the construction or placement of a dividing feature or barrier within an area of existing uses, such that the layout, land use pattern, or circulation within the community is affected. The project site is not itself an established community, in that the existing use is a vacant department store. The site could be considered to be a part of the "community" of the Americana Precise Plan area, but the site is physically separated from Areas A and B by roadways. Implementation of the proposed project would not involve changes to Areas A and B, nor would it involve changes to the existing roadways or the construction of a physical barrier to access. Therefore, the project would not result in physical division or disruption of an established community.

Finding. The proposed project could be inconsistent with some of the policies in the *General Plan*, and the physical impacts associated with the potential inconsistencies will be addressed in the EIR that will be prepared for the project.

B. POPULATION & HOUSING

Will the proposed project result in the following environmental effects?	**No Impact**	**Less Than Significant Impact**	**Less Than Significant With Mitigation**	**Potentially Significant Impact**	**Data Sources**
1. Cumulatively exceed regional or local housing projections.	❑	■	❑	❑	1
2. Induce substantial growth in an area either directly or indirectly (e.g., infrastructure expansion).	■	❑	❑	❑	1

3. Displace substantial housing or people, requiring construction of replacement housing elsewhere.	■	❑	❑	❑

B.1: Implementation of the proposed project would result in 410 new jobs at the project site, including 100 physicians and 310 staff. Redevelopment of the site with a range of potential uses was anticipated in the 1992 *General Plan*, and the 410 new jobs associated with the project would be within the range anticipated for Area C. According to the analysis done in the Initial Study for the approved Precise Plan, the Emporium had approximately 470 total employees. Therefore, the proposed project would result in a net decrease in jobs compared to previous commercial development on the site. Most of the 100 doctors that would work at the proposed medical facility would be transferred from other PAMF-operated facilities in the region. Further, it is likely that these doctors would bring some or all of their staff with them to work at the new facility. Additionally, the remaining staff requirements for the facility could be filled by the existing work force in the local and regional area. Given the likelihood that the large majority of the future employees already live in the region, the project is not likely to create a great demand for additional housing. Therefore, the project would not contribute to a cumulative exceedance of regional or local housing projections.

B.2: The City's 1999 Initial Study for the approved Precise Plan concluded that the potential uses studied (including office use) would not have a significant growth-inducing impact. As described in **Section K. Utilities and Services**, below, the proposed project would not require substantial infrastructure expansion.

B.3: No housing is located on the project site. As such, no housing or persons would be displaced due to development of the project.

Finding. The proposed project would not result in impacts related to Population and Housing, and no mitigation is required.

C. TRANSPORTATION / TRAFFIC

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Increase vehicle trips or congestion.	❑	❑	❑	■	
2. Exceed level of service standards for intersections, expressways or freeways.	❑	❑	❑	■	
3. Create safety hazards from improper design or unsafe materials.	❑	❑	❑	■	
4. Obstruct emergency access.	❑	❑	❑	■	
5. Provide insufficient parking.	❑	❑	❑	■	
6. Create hazards for pedestrians or bicyclists.	❑	❑	❑	■	

7. Conflict with programs supporting alternative transportation (e.g., bike. racks, bus turnouts).	❑	❑	❑	■
8. Affect rail, water, or air traffic.	■	❑	❑	❑

C.1: The project would increase vehicle trips in the area. A preliminary traffic analysis indicates that the project could cause significant impacts to segments of SR 85, and possibly, Continental Circle and Sylvan Avenue. This issue will be discussed in the EIR.

C.2: See **C1**. This issue will be discussed in the EIR.

C.3: This issue will be discussed in the EIR.

C.4: The project would be required to comply with all Code requirements regarding emergency access. However, this issue will be discussed in the EIR.

C.5: A preliminary analysis indicates that the project would provide adequate parking. However, this issue will be discussed in the EIR.

C.6: This issue will be discussed in the EIR.

C.7: This issue will be discussed in the EIR.

C.8: The proposed project site is not adjacent to or in the vicinity of any railroads, waterways, or airports. Thus, the project would not affect rail, water or airborne traffic.

Finding. Impacts to transportation and traffic, except for impacts to rail, water, and airborne traffic, could be significant and therefore, will be discussed in the EIR.

D. NOISE

Will the proposed project result in the following environmental effects?	**No Impact**	**Less Than Significant Impact**	**Less Than Significant With Mitigation**	**Potentially Significant Impact**	**Data Sources**
1. Expose people to, or generate, noise levels in excess of General Plan standards.	❑	❑	■	❑	2
2. Increase existing noise levels temporarily.	❑	❑	■	❑	2
3. Expose people to severe noise via airborne or ground-borne vibrations.	■	❑	❑	❑	3

D.1:
Noise is usually defined as unwanted sound. It is an undesirable by-product of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. The definition of noise as unwanted sound implies that it has an adverse effect on people and their environment.

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The human ear does not respond uniformly to sounds at all frequencies, being less sensitive to low and high frequencies than to medium frequencies that correspond with human speech. In response to this, the A-weighted noise level (or scale) has been developed. It corresponds better with people's subjective judgment of sound levels. This A-weighted sound level is called the "noise level" referenced in units of dB(A). Changes in a community noise level of less than three dB(A) are not typically noticed by the human ear.[i] Changes from three to five dB(A) may be noticed by some individuals who are extremely sensitive to changes in noise. A 5-dB(A) increase is readily noticeable, and the human ear perceives a 10 dB(A) increase in sound level to be a doubling of sound.

Noise sources occur in two forms: (1) point sources, such as stationary equipment, loudspeakers, or individual motor vehicles; and (2) line sources, such as a roadway with a large number of point sources (motor vehicles). Sound generated by a point source typically diminishes (attenuates) at a rate of 6.0 dB(A) for each doubling of distance from the source to the receptor at acoustically "hard" sites and 7.5 dB(A) at acoustically "soft" sites.[ii] For example, a 60-dB(A) noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dB(A) at 100 feet from the source and 48 dB(A) at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3.0 dB(A) and 4.5 dB(A) per doubling of distance from the source to the receptor for hard and soft sites, respectively.[iii]

Sound levels can also be attenuated by man-made or natural barriers. Solid walls, berms, or elevation differences typically reduce noise levels by 5.0 to 10.0 dB(A).[iv] Sound levels for a source may also be attenuated 3.0 to 5.0 dB(A) by a first row of houses and 1.5 dB(A) for each additional row of houses.[v] The noise attenuation provided by typical structures in California is provided in **Table 1, Typical Outside to Inside Noise Attenuation for Structures in California**.

Table 1
Typical Outside to Inside Noise Attenuation for Structures in California

	Noise Reduction - dB(A)	
Building Type	**Open Windows**	**Closed Windows**
Residences	17	25
Schools	17	25
Churches	20	30
Hospitals/Convalescent Homes	17	25
Offices	17	25
Theaters	20	30
Hotels/Motels	17	25

Source: Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers, National Cooperative Highway Research Program Report 117.

When assessing community reaction to noise, there is an obvious need for a scale that averages varying noise exposure over time and quantifies the result in terms of a single number descriptor. Several scales have been developed that address community noise levels. Those that are applicable to this analysis are the Equivalent Noise Level (Leq), the Community Noise Equivalent

Level (CNEL), and Ldn. Leq is the average A-weighted sound level measured over a given time interval. Leq can be measured over any time period, but is typically measured for 1-minute, 15-minute, 1-hour, or 24-hour periods. CNEL is another average A-weighted sound level measured over a 24-hour time period. However, this noise scale is adjusted to account for some individuals' increased sensitivity to noise levels during nighttime hours. A CNEL noise measurement is obtained after adding five decibels to sound levels occurring during the evening from 7:00 PM to 10:00 PM, and ten decibels to sound levels occurring during the nighttime from 10:00 PM to 7:00 AM. For example, the logarithmic effect of these additions is that a 60 dB(A)24-hour Leq would result in a measurement of 66.7 dB(A) CNEL. Ldn is an abbreviation for the day-night average of the sound levels in an area over a 24-hour day. Noise generated between the hours of 10:00 PM to 7:00 AM is penalized 10 dB(A) in the Ldn scale. For the purposes of this noise analysis, Ldn and CNEL are used interchangeably.

Plans for Noise Control

Plans and policies that pertain to the noise conditions affecting and affected by the proposed project include: (1) the State of California, Department of Heath Services, Environmental Heath Division *Guidelines for Noise and Land Use Compatibility*, and (2) the City of Mountain View *General Plan.* The Environmental Health Division published recommended guidelines for mobile source noise and land use compatibility in February 1976. Each jurisdiction is required to consider these guidelines when developing its general plan noise element and determining the acceptable noise levels within its community. The City of Mountain View uses elements of these guidelines when assessing a land use's compatibility with motor vehicle noise sources. In addition, the City has incorporated the State noise/land use compatibility guidelines into the *General Plan.*

The City of Mountain View's *General Plan* Noise Element has established noise acceptability guidelines for both exterior and interior noise from which to base decisions regarding land use noise compatibility. Normally acceptable outdoor noise levels for commercial uses (including medical office use) range up to 60 dB(A)Ldn, and conditionally acceptable levels range up to 70 dB(A)Ldn. Residential uses have normally acceptable outdoor noise levels up to 55 dB(Ldn) and conditionally acceptable levels up to 65 dB(A)Ldn. For commercial uses, normally acceptable interior noise levels range up to 45 dB(A)Ldn, and conditionally acceptable levels range up to 55 dB(A)Ldn. For residential uses, interior noise levels are normally acceptable up to 45 dB(A)Ldn and conditionally acceptable up to 50 dB(A)Ldn. It should be noted that the primary purpose of exterior commercial noise standards is to ensure acceptable interior noise levels.

Project noise impacts would be significant if the following occurs:

- If the existing noise levels are below the thresholds described above, and project-related activities would increase the long-term noise levels by 3 dB(A) or greater and would cause an exceedance of the thresholds.

- If the existing noise levels exceed the thresholds described above and project-related activities would increase the long-term noise levels by 3 dB(A) or greater.

Existing Conditions

The existing noise environment at the project site presented in this Initial Study is based on noise prediction modeling. The primary concern regarding on-site noise is the potential for proposed on-site land uses to be exposed to noise levels that exceed adopted or recommended thresholds (discussed above). Given that the dominant source of noise at the project site is vehicular traffic, particularly from SR 85 and El Camino Real, noise-modeling procedures involved the calculation of existing and future vehicular noise levels along the segments of SR 85 and El Camino Real in the vicinity of the site. This task was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108).

The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans.[vi] Existing traffic volumes were taken from the traffic study prepared for the proposed project and used as data inputs into the noise prediction model. Based on the noise modeling, noise levels at the project site are approximately 68.2 dB(A)Leq along the northern edge of the site and 75.1 dB(A)Leq along the western edge of the site. Currently, the only existing structures on site include a former Emporium department store that is no longer in use and does not generate noise.

Project Impacts

Construction Noise

Development of the proposed project would require site preparation and construction of the proposed medical building and parking lot. The construction phase of the project is anticipated to occur over a 18- to 24--month period, beginning approximately in July 2005 and ending approximately in April 2007. Construction activities (i.e., demolition, grading, and excavation) during the initial stage of the construction phase are typically the noisiest construction activities. The construction activities that follow typically include foundation development, paving, and building construction, which are activities that are not usually as noisy as in the initial stage. Construction activities typically involve the use of heavy equipment such as tractors, loaders, and concrete mixers. Trucks would be used to deliver equipment and building materials and to haul away waste materials. Smaller equipment, such as jackhammers, pneumatic tools, saws, and hammers, would also be used throughout the site during the construction phase. (The project would not involve the use of pile drivers). This equipment would generate both steady state and episodic noise that would be heard both on and off the project site. Noise levels generated by this equipment could range from approximately 68 dB(A) to 97 dB(A) when measured at 50 feet. However, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately six dB(A) per doubling of distance. The City does not have a specific significance threshold for construction noise.

Nearby noise-sensitive receptors in proximity to the project site that could be affected by noise generated during the project's construction phase include residential land uses approximately 60 feet to the south. Grading and construction activities involving the use of excavators, scrapers, motor-graders, compactors, water trucks, and flat-bed and semi-trucks would be carried out on the project site over a 9-month period. During the first stage of the construction phase, noise would be created mainly by demolition of existing buildings, vegetation removal, and grading of the site. During the latter part of the construction phase, noise would be created mainly by trucks delivering materials to the site, construction of the proposed medical building, and paving of the proposed parking lot. Considering the distance of the nearest sensitive receptors, residents would be exposed to intermittent outdoor noise levels ranging from approximately 70 dB(A) to 95 dB(A) and intermittent indoor noise levels ranging from approximately 45 dB(A) to 70 dB(A), which exceed the City's outdoor noise standard of 60 dB(A) and the City's indoor noise standard of 45 d(B)A. Because construction noise would intermittently exceed the City's threshold, the following mitigation measures are required:

- The construction contractor shall locate stationary noise sources as far from existing sensitive receptors as possible. If stationary sources must be located near existing receptors, they shall be muffled and enclosed within temporary sheds or other structures.

- At a minimum, the construction contractor shall implement the following control measures: improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically-

attenuating shields or shrouds. Noise controls can reduce noise levels at 50 feet by 1 dBA to 16 dBA, depending on the type of equipment.

- Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dBA. Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.

- The construction contractor shall not allow any construction equipment, trucks, or vehicles to idle unnecessarily.

- Prior to the commencement of any construction activities, the construction contractor shall notify, via mail, all residences along Continental Circle opposite the project site of the project's approximate construction schedule, including the approximate duration of demolition, clearing, grading, excavation, paving, and building construction, et al. In addition, at least 24 hours prior to grading activities, the construction contractor shall post signage in appropriate locations along Continental Circle. The signage shall include a phone number to the City Public Works Department for residents to call with noise complaints. If the City's Building Division receives more than three complaint calls regarding construction noise, the City reserves the discretion to require the project applicant to conduct an acoustical noise analysis to determine more appropriate measures to reduce noise levels due to construction activities.

- The construction contractor shall limit construction activity to the hours of 7:00 AM to 6:00 PM on weekdays. No construction will be allowed on Saturdays, Sundays, and holidays without prior written consent from the City's Building Official. Debris hauling and materials delivery shall be prohibited between the hours of 7:30 to 8:30 AM and 4:00 to 6:00 PM.

- Construction truck access to the project site from Continental Circle shall be prohibited.

Operational Noise

The proposed project would result in the following types of noise:

Project-Generated Traffic

According to the preliminary traffic report prepared for the proposed project, the project would generate approximately 9,033 average daily traffic trips, which would not equal a doubling in traffic on SR 85 or El Camino Real. Further, the additional traffic volumes generated by the project along Continental Circle would not double the existing average daily traffic along that road. Thus, traffic generated by the project would not contribute to a noticeable increase in noise in the vicinity of the project site. Thus, traffic generated by the proposed project would not expose people to noise levels in excess of *General Plan* standards.

Implementation of the proposed project would expose people at the site to noise from vehicular traffic along SR 85 and El Camino Real. The existing exterior noise levels at the project site (68.2 dB(A) along the northern edge of the site and 75.1 dB(A) along the western edge) exceed the City's exterior noise threshold of 60dB(A). However, as stated previously, the primary purpose of exterior commercial noise standards is to ensure acceptable interior noise levels. Given the distance of the building from SR 85 and El Camino Real and noise attenuation for structures with closed

windows, interior noise levels would fall below the City's interior noise level thresholds of 45 dB(A). Therefore, the proposed project would not expose people to noise levels in exceedance of the City's thresholds.

Loading Dock Operation Noise and Truck Access

Service delivery and trash and recycling pickup on site may be a source of noise to the adjacent residential uses. Operations at loading docks typically result in noise levels of between 64 to 66 dB(A)Leq, with peak noise levels of between 74 and 78 dB(A)Leq at 75 feet. Given that these uses would be concentrated in a service yard in the northwestern portion of the project site, these uses would be approximately 400 feet from the residential areas to the south of the project site. Thus, outdoor noise levels at the residences during these operations would range from approximately 50 d(B)A to 64 d(B)A, with interior noise levels ranging from 35 d(B)A to 39 d(B)A. Although these peak noise levels might be perceptible by the residents, the noise generated by the loading dock operations would not be significant.

Ambulance Noise

Although emergency vehicles would not be stationed at the site, ambulance transport of patients would be expected to occur one or two times per week, on average. PAMF representatives have indicated that ambulance drivers would be instructed to not use the ambulance siren until the ambulance reaches El Camino Real. Noise levels created by ambulance use would be short term in nature, infrequent, and thus would not be significant.

Parking Lot Noise

In general, traffic associated with parking lots is not of sufficient volumes to exceed community standards based on the time-weighted CNEL scale. Therefore, project impacts from parking lot noise would be less than significant.

Electrical and Mechanical Equipment Noise

The proposed project may introduce various stationary noise sources from electrical and mechanical equipment that could potentially affect off-site residential uses. However, all of this equipment would either be located on the building's rooftop or on the western side of the building. Further, standard acoustical shielding would surround all of this equipment. Given the distance of the nearest residences to the western edge of the project site, noise created by this equipment would not significantly affect the residents.

D.2: See discussion of construction noise in response to D1.

D.3: The subject property is located approximately one mile from the Caltrain rail line. Other noise and vibration studies for projects in Mountain View have determined that vibration from rail and commuter trains would be largely imperceptible beyond 100 feet. Therefore, no vibration-related impacts are expected.

Finding. With implementation of mitigation measures, project impacts related to noise would be less than significant.

E. AIR QUALITY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Violate any air quality standard or contribute to an existing violation.	❑	❑	❑	■	
2. Expose sensitive receptors to pollutants.	❑	❑	❑	■	
3. Create objectionable odors.	■	❑	❑	❑	
4. Conflict with or obstruct implementation of applicable air quality plan.	❑	❑	❑	■	

E.1: Preliminary analysis indicates that project-specific and cumulative air quality impacts related to reactive organic gas (ROG), particulate matter (PM_{10}), and nitrogen oxides (NO_x) could be significant. These impacts will be addressed in the EIR.

Local Carbon Monoxide Concentrations

[Note to Reviewers: Once TJKM has provided us with turning movement counts, we will conduct CO modeling that we are sure will show that impacts related to CO will be less than significant]

E.2: See **E1**. This issue will be addressed in the EIR.

E.3: Potential odor producing activities would include fumes originating from the fume hoods and the food service area. Given the distance of the sensitive receptors from the potential odor sources and the intent of the project applicant that all vents, fans, and other building exhausts that might emit odors or fumes be located away from residential areas, no significant air quality impacts would occur.

E.4: See **E1**. This issue will be discussed in the EIR.

Finding: The proposed project could result in significant project-specific and cumulative air quality impacts. These impacts will be discussed in the EIR.

F. HYDROLOGY AND WATER QUALITY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Change absorption rates, drainage patterns, or the rate and amount of surface runoff.	❑	■	❑	❑	1

2. Place housing, people and/or structures within 100-year Flood Hazard Area.	■	❑	❑	❑	1
3. Alter the amount of ground water by direct additions or withdrawals.	❑	■	❑	❑	1, 5
4. Alter ground-water quality by infiltration of storm water runoff.	■	❑	❑	❑	1
5. Violate Water Quality Standards or substantially degrade water quality.	❑	❑	■	❑	1, 18

F.1: With the exception of the grove of trees along El Camino Real, the project site is generally covered with impervious surface. The Precise Plan states that a minimum of 25 percent of the net site area shall be devoted to landscaping. The preliminary design plans for the proposed project show that the amount of landscaping on the project site would meet this 25 percent standard. As such, development of the proposed project would result in an increase in the amount of pervious surface on the site over the existing condition. This increase in pervious surface would improve absorption rates on the site and would decrease the amount of runoff draining from the site. Further, the drainage pattern on the site would not change substantially because grading activities would occur in accordance with standard City practices for grading to assure that final grading achieves positive surface and subsurface drainage in the same directions as the existing drainage. The drainage system would be connected to the City storm drain system.

F.2: The project site is not within the 100-year flood plain and thus, would not affect 100-year flood flows. Given that the project site is not located near any large bodies of water or steep hillsides, the project would not expose people or property to flood hazards associated with the 100-year flood, seismic seiche, tsunami or mud-flow

F.3: Groundwater levels in the general site vicinity are approximately 60 feet below the surface. Water use by the proposed project would be supplied through the City water system. Therefore, no impacts are expected with respect to groundwater.

F.4: The project site is served by the City storm drain system. Groundwater recharge areas are generally upstream of the site; there are no identified groundwater recharge areas in Mountain View. In addition, on-site treatment of storm water is required by the City (described in F.5 below). The type of system would be approved by the Zoning Administrator prior to issuance of building permits. Therefore, the project would not result in significant impacts related to groundwater quality.

F.5: A major source of water quality deterioration is "non-point source" pollution, which results from urban runoff. Urban runoff is typically contaminated by oil and grease from parking areas and roads, sediments from construction related activities, pesticides and fertilizers from landscaping, and lead or other heavy metals from automobiles. The proposed project could include parking areas, on-site roadways, and landscaped areas, all of which could affect the quality of water draining from the site. Further, demolition and excavation during construction would temporarily increase the amount of sediment and debris that could be discharged to the stormwater system and ultimately to Stevens Creek and San Francisco Bay. To reduce potential water quality impacts to less-than-significant levels, the following mitigation measures would be required:

- The applicant shall install a storm water filtration system at the time of project development. The type of system shall be approved by the Zoning Administrator prior to issuance of building permits.

- The developer would be required to adhere to the "Storm Water Quality Guidelines for Development Projects Creating More than One Acre of Impervious Surface" for new construction, which incorporate the most recent Regional Water Quality Control Board requirements.
- The applicant shall also comply with the Santa Clara Valley Urban Runoff Pollution Prevention Program's Best Management Practices for construction. These practices include the action items noted in a number of their documents, including "Road Work and Paving" and "Blueprint for a Clean Bay."
- The use of natural storm water filtration methods, such as vegetated swales and landscaped areas, shall be required.

Finding: With implementation of mitigation, development of the proposed project would not result in significant impacts related to hydrology and water quality.

G. GEOLOGY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Result in, or expose people to, fault rupture.	■	❑	❑	❑	3
2. Result in, or expose people to, ground shaking or liquefaction.	❑	❑	■	❑	3
3. Result in, or expose people to, seismic seiche or tsunami.	■	❑	❑	❑	3
4. Result in, or expose people to, landslides or mudslides.	■	❑	❑	❑	3
5. Result in erosion, changes in topography or unstable conditions from grading or excavating.	❑	❑	■	❑	3
6. Result in, or expose people to, subsidence of the land.	■	❑	❑	❑	3

G.1: Mountain View is situated about six miles east of the San Andreas Fault and ten miles west of the Hayward Fault. There are no known faults in Mountain View, so (based on available information and knowledge) the project would not expose people to fault rupture.

G.2: An earthquake occurring on either the San Andreas or Hayward faults could result in severe ground shaking and seismic settlement in Mountain View. To address potential impacts from seismic activity, the City requires soils reports for all new buildings to identify construction techniques necessary to comply with the earthquake protection standards in the Uniform Building Code. Because the project applicant has not yet prepared a soils report, the following mitigation measure is required to ensure that project impacts related to groundshaking and liquefaction would be less than significant:

- Prior to the issuance of a grading permit, the project applicant shall retain a qualified geotechnical engineer to prepare a geotechnical report for the proposed project. The project applicant shall incorporate all of the recommendations in the report into the design of the project.

G.3: Seiches are waves in an enclosed body of water. A review of area maps shows that the project area is not adjacent to any large enclosed bodies of water. The project site is located approximately 20 miles from the Pacific Ocean. Given this distance, in the event of a tsunami, the project would not result in or expose people to a seismic seiche or tsunami.

G.4: The project site is on a relatively flat parcel and is not adjacent to any steep slopes. Therefore, there is no potential of exposing people and property to landslides or mudslides.

G.5: See responses to **F1** and **F5**.

G.6: The project area is located in Geologic Hazard Zone F, which is defined as an area where the potential for liquefaction, lurching, lateral spreading, and subsidence is extremely low. Therefore, no related impacts are expected.

Finding. With implementation of mitigation, project impacts related to Geology would be less than significant.

H. BIOLOGY

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Disturb any endangered, threatened or rare species, or their habitats.	■	❑	❑	❑	13
2. Affect or eliminate Heritage Trees.	❑	❑	■	❑	6, 7
3. Affect locally designated natural communities (i.e., Shoreline).	■	❑	❑	❑	3
4. Affect federally designated wetlands.	■	❑	❑	❑	3
5. Affect migration corridors.	■	❑	❑	❑	3

H.1: The project site is already developed, and the only vegetation found on the site includes a variety of ornamental trees that are (for the most part) in poor condition. As such, the project would not have any direct or indirect impact on any special status species or their habitat.

H.2: Barrie Coate & Associates prepared a tree survey on February 11, 2004, as an update to previous evaluations of the trees on the site. According to the latest report, the site contains 148 trees, which are found (in planters) within the parking lot, around the perimeter of the site, and within grove of trees on El Camino Real. Nearly half of all the trees on the site were classified as being marginal or poor specimens. The majority of trees along the southern and eastern edges of the site were poor specimens, while trees near SR 85 and El Camino Real rights-of-way were found to be generally fair or fine specimens. The survey found that the grove of Heritage Trees had mature and some fine, even exceptional specimens.

Twenty-nine of the trees on the site meet the criteria of a Heritage Tree as defined by the City of Mountain View (City of Mountain View City Code Chapter 32, Article II, Section 32.23). Of the 29 Heritage Trees, 13 are within the grove along El Camino Real, 9 are adjacent to the public street and utility easement along El Camino Real, 3 are adjacent to the utility easement along SR 85, and 4 are just west of the existing building. Of all the Heritage Trees, only one (located in the grove) is a poor specimen. All other Heritage Trees on the site are fair, fine, or exceptional specimens.

The Precise Plan states that the existing grove of Heritage Trees located adjacent to El Camino Real must be incorporated in its current location into the overall landscape and site design of any development on the project site. Consistent with this requirement, the design of the proposed project incorporates this grove into an outdoor patio area that is proposed on the northern side of the medical facility. Construction of the parking garage would require removal of the four Heritage Trees (holly oaks) to the west of the existing building. The project would not result in the removal of trees adjacent to the easements along El Camino Real or SR 85. . The following mitigation measure would reduce impacts related to removal of Heritage Trees to a less-than-significant level:

- Any alteration or removal of any Heritage Tree or any construction near a Heritage Tree shall comply with the City's Heritage Tree Ordinance. The applicant shall offset the loss of each Heritage Tree with three replacement trees, each no smaller than 24 inches..

In addition, the survey concluded that disturbance of the areas around the Heritage Trees that would be retained as part of the project could adversely affect the health of the trees. Therefore, the project applicant would be required to implement the following measures (these measures were included in the 1997 Barrie Coate & Associates tree report):

- Protection of the grove of trees with a construction-period chain-link fence. The fence must be constructed just outside the dripline of each protected tree before any construction or demolition equipment arrives on site and must remain in place until all construction is completed, including clean up operations. The protective fence must be left in place at all times during construction, unless supervised by an arborist certified by the International Society of Arboriculture. The chain-link fence must be a minimum of 5 feet in height, mounted on a 2-inch galvanized pipe, driven into the ground and able to keep out even foot traffic. No storage of materials shall occur within the fenced area.

- If the existing sidewalk within the grove and inside the dripline of trees is to be removed, this removal should be done by hand.

- If removal of any of the concrete sidewalk exposes root zones of any of the trees in the grove, the protective fence should be expanded to include the new dripline area.

- Taller portions of the undesirable portions of the retaining wall should be removed such that no large pieces fall into the grove area.

- Prior to the arrival of any concrete cutting equipment or workers inside the grove under the canopy of the trees, a platform must be established to avoid root damage to adjacent trees.

H.3: The project site is fully developed and thus is not within a locally designated natural community. Therefore, the proposed project would not result in impacts related to affecting locally designated natural communities.

H.4: The project site is fully developed; no wetlands are located on the project site or in the vicinity of the site. Therefore, the proposed project would not affect federally designated wetlands.

H.5: The project site is completely developed, is adjacent to SR 85, and is located within developed, urban land uses. The project site is not within a migration corridor. Therefore, project impacts related to affecting migration corridors would be less than significant.

Finding. With implementation of the mitigation measures, project impacts related to biology would be less than significant.

I. HAZARDS & HAZARDOUS MATERIALS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Create a risk of accidental explosion or release of hazardous substances (e.g., oil, pesticides, chemicals, etc.).	❑	■	❑	❑	3, 8
2. Create any health hazard or potential health hazard.	❑	■	❑	❑	3, 8
3. Expose people to existing sources of potential health hazards.	❑	❑	■	❑	3, 5
4. Increase fire hazards in areas with flammable brush, grasses, or trees.	■	❑	❑	❑	3
5. Interfere with an emergency response or evacuation plan.	■	❑	❑	❑	3
6. Emit hazardous emissions or handle hazardous materials within 2 miles of existing or proposed school.	■	❑	❑	❑	1

I.1: The types of hazardous materials associated with the medical facility would include cleaning and disinfectant chemicals such as bleach, ammonia, ethyl alcohol, and hydrogen peroxide; chemicals used for preservation of bio-samples; and bio-wastes such as blood, tissue, urine, and feces. All storage, transport, and disposal of chemicals and medical waste materials would be subject to substantial government health and safety regulations applicable to hazardous materials handling and use. For example, Chapter 6.95 of the California Health and Safety Code requires preparation of Hazardous Materials Management Plans, which are designed to ensure proper handling and storage of hazardous materials. These Plans must be filed with the Mountain View Fire Department. Exposure to hazards would also be minimized by adhering to the Occupational Health and Safety Administration's (OSHA) requirement of proper use of fume hoods. The use of the U.S. Department of Health and Human Services guidelines outlined in *Biosafety in Microbiological and Biomedical Laboratories* would minimize the hazards posed to workers from biohazard waste. Likewise, PAMF policies and procedures set forth in the Plans, the *PAMF Safety Policy*, the *Written Hazard Communication and Waste Management Program*, and operational procedures (including guidelines to prevent dissemination of infectious organisms and occupational exposure to blood or any potentially infectious materials) address proper handling of all kinds of hazardous materials. No radiological materials would be stored on the site. Further, all hazardous waste would be collected in containers specifically designed and labeled for hazardous

use and would be stored in a dedicated holding area. Hazardous wastes would be properly packaged and labeled for transport, which includes segregating incompatible materials, placing them in appropriate sealed containers, and manifesting all components. These containers would be transported to a disposal site by a licensed collection company. Transport of hazardous chemical waste on public roadways requires the use of containers approved by the Department of Transportation as well as proper shipping documentation. Therefore, project impacts related to the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant.

I.2: See response to I.1 above.

I.3: A Phase I preliminary site assessment (PSA) conducted in 2003 indicates that the project site's past use as a department store did not result in any contamination of the site. However, it is possible that residual contamination associated with the site's previous use as an orchard could occur at the site. Specifically, shallow soil in former orchard lands throughout Santa Clara Valley often contains elevated levels of DDT-related compounds, arsenic, and lead.

Although the site appears to have been re-graded during development as a department store, the pesticide-impacted soils may still be present at various depths across the site. In addition, old ranch complexes, similar to the one that formerly occupied the site, often maintained fuel tanks for farming equipment. The PSA could not rule out the possible presence of soil or groundwater quality contamination related to the possible presence of fuel tanks at the former ranch complex. The potential to encounter contaminated soil during site grading and construction, exposing workers and the public to contaminants is considered a significant impact. The following mitigation measures would reduce the impacts to a less-than-significant level:

- If evidence of contamination (e.g., odors, stained soil, or a sheen on surface water or groundwater) is encountered during excavation, the Santa Clara County Public Health Department and the State Department of Health Services shall be notified and excavation shall be halted until soil and/or groundwater samples can be collected and analyzed for contaminants if required. The project sponsor shall conduct a soil and/or groundwater sampling survey(s) of the area of suspected contamination, as required by these agencies, to ensure that all areas of suspected surface and subsurface contamination subject to ground disturbance during site development activities are sampled. Sampling shall extend at least to depths proposed for excavation. The samples shall be analyzed to identify and quantify any contamination.

- If the sampling conducted pursuant to the previous mitigation measure identifies surface and/or subsurface contamination in areas subject to ground disturbance, the area shall be remediated in accordance with the standards, regulations, and determinations of local, state, and federal regulatory agencies. The project sponsor shall coordinate with the Public Health Department and any other applicable regulatory agencies to adopt contaminant-specific remediation target levels. The hazardous substances shall be removed and disposed of at an approved site, or other appropriate actions such as in-situ remediation shall be taken.

- All reports and plans prepared in accordance with the above mitigation measures shall be provided to the Santa Clara County Public Health Department, the State Department of Health Services, and any other appropriate agencies identified by these agencies. When all hazardous materials have been removed from existing buildings, and soil and groundwater analysis and other activities have been completed, as appropriate, the project sponsor shall submit to the Santa Clara County Public Health Department and the State Department of Health Services (and any other agencies identified by these agencies) a report stating that the applicable mitigation measure(s) has (have) been implemented. The report shall describe the steps taken to comply with the mitigation measure(s) and include all verifying documentation. The report shall be certified by a Registered Environmental Assessor (REA) or similarly

qualified individual who states that all necessary mitigation measures have been implemented, and specifying those mitigation measures that have been implemented.

An asbestos survey of the Emporium building indicates that an asbestos abatement program was started but never completed when the existing Emporium building was abandoned. Demolition of this building would require removal of the remaining asbestos, including removal of waste-filled bags, some labeled as containing asbestos waste. Demolition, renovation, or removal of asbestos-containing building materials is subject to the limitations of the BAAQMD Regulation 11, Rule 2: Hazardous Materials, Asbestos Demolition, Renovation, and Manufacturing. Compliance with this regulation would ensure that any potential impacts due to asbestos would be reduced to less-than-significant levels.

I.4: This project is located in an urban neighborhood. It is not in a fire hazard area nor is it adjacent to flammable brush, grasses, or trees.

I.5: The proposed medical facility would not cause any change to existing emergency routes or evacuation plans.

I.6: The project site is not located within 2 miles of an existing or proposed school. Therefore, the project impacts related to emitting hazardous emissions or handling hazardous materials within 2 miles of an existing or proposed school would be less than significant.

Finding: With implementation of the mitigation measures, project impacts related hazards would be less than significant.

J. PUBLIC SERVICES

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Create a need for new or altered fire protection.	❑	■	❑	❑	9, 10
2. Create a need for new or altered police services.	■	❑	❑	❑	1, 11
3. Create a need for new or altered school services.	❑	■	❑	❑	13
4. Create a need for new or increased maintenance services.	■	❑	❑	❑	3
5. Create a need for new government facilities or services.	■	❑	❑	❑	3

J.1: The project site is located halfway between two City of Mountain View fire stations, Station One (located at Shoreline and Villa) and Station Two (located at Cuesta Ave and Grant Road). Both stations provide service to the project site. Station One has five staff members and Station Two has three staff members. Each station has one engine and one truck. All firefighters are cross-trained as emergency medical technicians (EMTs). According to the Mountain View Fire Department, the Fire Department would be able to serve the proposed project and all cumulative

projects in the area with their current equipment and staff. Thus, the proposed project would not create a need for new or altered fire protection services.

J.2: The Mountain View police station is located at 1000 Villa Street in the city of Mountain View. The station is staffed with 100 officers and 54 staff, including bicycle patrol, canine units, and SWAT, hostage negotiation, and crime prevention teams. The station is equipped with patrol vehicles, off-road vehicles, motorcycles, and bicycles. According to the Mountain View Police Department, the current staff and equipment levels at the Police Department are adequate to serve the proposed project and all cumulative projects. Thus, the proposed project would not create a need for new or altered police protection services.

J.3: The project would not result in any residential development, and thus, would not directly create a demand for school services. The developer would be required to pay a school impact fee of $0.10 per square foot to the Mountain View-Los Altos Union High School District and $0.17 per square foot to the Mountain View Elementary School District, consistent with State law. Therefore, no significant school impacts are expected, and no mitigation is required.

J.4: The proposed project does not have the potential to affect maintenance services, in excess of that previously considered by the *General Plan*.

J.5: The proposed project does not have the potential to affect governmental services or create a need for new facilities, in excess of those previously considered by the *General Plan*.

Finding. The proposed project would not result in any significant impacts related to public services, and no mitigation is required.

K. UTILITIES & SERVICE SYSTEMS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Require water supplies in excess of existing capacity.	❑	■	❑	❑	15
2. Require new or altered water treatment or distribution facilities.	❑	❑	■	❑	15
3. Create a need for new or altered sanitary sewer service.	■	❑	❑	❑	15
4. Require new or altered storm water drainage systems.	■	❑	❑	❑	
5. Require new or altered solid waste disposal.	■	❑	❑	❑	12
6. Create a need for new or altered power or natural gas systems.	■	❑	❑	❑	16
7. Create a need for new communication systems	■	❑	❑	❑	1

K.1: Water service to the project site is currently provided by the City of Mountain View. Water distribution infrastructure in the vicinity of the site includes a 12-inch main in El Camino Real, a 10-inch main in Americana Way, and a 10-inch main in Continental Circle. Based on water consumption estimates for another PAMF building, the proposed project is estimated to consume approximately 45,000 gallons of water per day (gpd). According to the City of Mountain View, the City has adequate water supplies to accommodate the project's demand for water. Therefore, project impacts related to water supply would be less than significant.

K.2: According to the City, the project would not cause the need for new or altered water treatment facilities. However, existing water users in the project vicinity currently experience periodic water pressure issues. The City intends to prepare a Water Master Plan in the near future to address such issues and identify appropriate infrastructure upgrades, if needed. According to the City, the project's demand for water service could contribute to the water pressure issue, but the contribution would not likely be noticeable. Further, the project would be required to incorporate on-site water pumps and possibly other improvements to ensure that localized pressure deficiencies would not affect fire protection needs at the site. Nonetheless, the proposed project would not result in the need for new or altered water distribution system, and the related project impacts would be less than significant.

K.3: Wastewater service to the project site is currently provided by the City of Mountain View. Wastewater distribution infrastructure in the vicinity of the site includes a 12-inch main in El Camino Real, a 8-inch main in Americana Way, and a 8-inch main in Continental Circle. Based on wastewater generation estimates for another PAMF building, the proposed project is estimated to generate approximately 37,500 gpd of wastewater. The Palo Alto Regional Water Quality Control Plant treats wastewater generated at the project site. The treatment capacity at the treatment plant specifically allocated to the City of Mountain View is 14.4 million gpd. The City's current usage is 8.2 million gpd. Thus, the treatment plant has sufficient capacity to serve the wastewater treatment requirements of the proposed project and cumulative development.

K.4: Project impacts related to storm water drainage systems is discussed under F. Hydrology and Water Quality, above.

K.5: Ninety percent of solid waste in the City of Mountain View goes to the Kirby Canyon Recycling and Disposal Facility in San Jose. This facility currently accepts 2,600 tons of solid waste per day and has a remaining capacity of 57.3 million cubic yards. The planned closure date for the landfill is December 31, 2022. Therefore, the landfill has enough capacity to serve both the project and the cumulative projects proposed in Mountain View.

K.6: According to PG&E, providing electricity and natural gas service to new developments is typically not an issue. All new development constructed in PG&E service territory must comply with PG&E's conditions for new construction services. Prior to construction of new development requiring PG&E's electricity and natural gas services, project applicants must submit an application describing the project's basic service needs and the project's location. After review of the application, a PG&E representative meets with the project applicant to discuss electricity and natural gas service requirements and the construction process in more detail. During the engineering phase, a PG&E engineer visits the project site to verify the service route and gather more information about existing facilities and site conditions. Project applicants must submit all contracts and payments to PG&E, and rights-of-way must be obtained, prior to scheduling of project construction. Additionally, project applicants must complete all of the construction responsibilities agreed to before PG&E can provide electricity and natural gas service. Once project construction is complete, electricity and natural gas meters are installed on the project site. Compliance with all of the conditions for new construction services would ensure that project would not create a need for new or altered power or natural gas systems.

K.7: Telecommunication systems would be provided to the project site by Pacific Bell. The City will regulate placement of all conduit and cable within the street right of way, through the issuance of excavation permits, to prevent any adverse impacts to existing city utilities.

Finding. Project impacts related to utilities and service systems would not be significant, and no mitigation is required.

L. RECREATION

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Increase demand for parks or other recreational facilities	■	❑	❑	❑	1
2. Affect existing park resources.	■	❑	❑	❑	1

L.1: The proposed medical office building does not involve residential development and thus, would not directly increase the need for recreational space. The project site does not occupy existing recreation space. Therefore, the proposed project would not result in significant impacts related to an increased demand for parks or other recreational facilities.

L.2: Sylvan Park is less than a mile north from the project site on Sylvan Avenue. Because the proposed project would not directly involve residential development, it would not affect this resource. Therefore, the proposed project would not result in impacts related to affecting existing park resources.

Finding. The proposed project would not result in significant impacts related to recreation, and no mitigation is required.

M. AESTHETICS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact	Data Sources
1. Affect a scenic vista or highway.	❑	■	❑	❑	2, 4
2. Substantially degrade existing visual character of site.	❑	■	❑	❑	4
3. Create light or glare.	❑	■	❑	❑	4

M.1: The City of Mountain View's CEQA Guidelines state that for a project to have significant visual impacts, the project must either be located in an area that is considered to be an aesthetic resource or block views of an aesthetic resource. Most of the project site is located within viewing distance of SR 85, which is considered to be a scenic highway in Mountain View. In addition, the project site is identified in the *1992 General Plan* as a "Gateway Site" and is of community-wide aesthetic importance. Therefore, the site is considered to be an aesthetic resource.

The project site is relatively flat, sloping slightly up and away from El Camino Real. The site is currently developed with an abandoned 45- to 74-foot-tall building and an asphalt parking lot. The footprint of the existing building is approximately 91,000 square feet (sf). Existing trees are located in a grove along El Camino Real, in the parking lot, and in the rights-of-way of SR 85 and El Camino Real. Most of the trees within the parking lot appear to be in poor health. Overall, the existing visual quality of the project site is poor.

Implementation of the proposed project would require demolition of the existing building and removal of the parking lot, trees, and landscaping near the building. The proposed medical building would appear as a 3-story structure on El Camino Real with a building height approximately 55 feet, with a 70-foot central entry. , The footprint of the building would be 92,000-sf. Given that the ground floor would be developed into the existing grade, the building would appear as a two-story building from Continental Circle. In addition, a parking area with both above- and below-ground parking would be developed to the south of the new building. Although setbacks and landscaping have not been specifically defined, preliminary design plans for the project show that the proposed design generally complies with the Precise Plan related to setbacks, landscaping, and preservation of the Heritage tree grove fronting El Camino. (Trees within the existing parking lot would be removed to allow for construction of the new building.) The City's Design Review would serves to ensure that the architectural style of the proposed building would enhance the building form, reduce the perceived building scale and bulk, provide "high quality, landmark design," and to consider views from SR 85. Overall, development of the project would improve the visual quality of the project site and thus, would improve the view of the site from SR 85. Therefore, project impacts related to affecting a scenic vistas or highways would be less than significant.

M2: See response to M1. As stated above, development of the proposed project would improve the visual quality of the project site. Further, the Development Review Committee would evaluate the project to ensure that the design of the project would meet community standards for aesthetic and harmonious development. Therefore, project impacts related to the substantial degradation of existing visual character of the site would be less than significant.

M.3: The project site is already fully developed and includes several sources of light and glare such as parking lot and building lights, windows, metal surfaces, etc. Additionally, the project site is surrounded by existing development that also includes several similar sources of light and glare. Further, the project applicant would comply with the Precise Plan that requires that care should be taken in the mix of uses and the types and locations of any exterior lighting fixtures to prevent light and glare from adversely affecting residential development. For example, the intensity of outdoor lighting should be reduced as much as possible during non-business and/or nighttime hours. Development of the proposed project would result in a similar level of light and glare as currently exists on the site. Therefore, project impacts related to light and glare would be less than significant.

Finding: Completion of the City's design review process for the proposed new building, which is required by the zoning code, would ensure that redevelopment of this site would result in an improved aesthetic condition over the existing development, and a project that would be compatible with the surrounding development. Therefore, project impacts related to aesthetics would be less than significant.

N. CULTURAL RESOURCES

Will the proposed project result in the following environmental	No	Less Than Significant	Less Than Significant With	Potentially Significant	Data

effects?	Impact	Impact	Mitigation	Impact	Sources
1. Disturb paleontological resources.	❑	❑	■	❑	3, 14
2. Disturb archaeological resources.	❑	❑	■	❑	3
3. Cause a substantial adverse change in the significance of a historical resource.	❑	❑	■	❑	3
4. Disturb human remains.	❑	❑	■	❑	3

N.1: A cultural resources assessment completed for the City's 1992 *General Plan* determined that there are no paleontological resources in Mountain View.

N.2: The City's 1992 *General Plan* states that archaeological resources have been identified in the City, and the available archival data suggest that subsurface archaeological deposits exist in the City. No known archaeological resources have been identified on the project site. However, given that archaeological resources have been identified elsewhere in the City, it is possible that unknown archaeological resources are located at the site. Thus, the following mitigation measure is required:

- If, during any phase of project construction, archaeological resources are discovered, the project developer shall halt work within 150 feet of the find. The Planning Department shall be notified, and work shall resume only after the find has been evaluated by a qualified professional archaeologist. If the find were determined to be significant, the project developer, the City, and the archaeologist would meet to determine the appropriate course of action. All cultural materials recovered as part of the monitoring program would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

N.3: According to the City's 1992 *General Plan* no known historic resources are on the site. However, given that the site was once used as a ranch and orchard, it is possible that unknown subsurface historic resources are located on the site. Therefore the following mitigation measure is required:

- If, during any phase of project construction, subsurface historic resources are discovered, the project developer shall halt work within 150 feet of the find. The Planning Department shall be notified, and work shall resume only after the find has been evaluated by a qualified professional historic archaeologist. If the find were determined to be significant, the project developer, the City, and the historic archaeologist would meet to determine the appropriate course of action. All cultural materials recovered as part of the monitoring program would be subject to scientific analysis, professional museum curation, and a report prepared according to current professional standards.

N.4: There are no known human remains in the vicinity of the project site. However, given the fact that archaeological resources have been identified elsewhere in the City, it is possible that unknown human remains could be on the site. Therefore, the following mitigation measure is required:

- If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the Planning Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

Finding. With implementation of mitigation measures, project impacts related to cultural resources would be less than significant.

O. MANDATORY FINDINGS

Will the proposed project result in the following environmental effects?	No Impact	Less Than Significant Impact	Less Than Significant With Mitigation	Potentially Significant Impact
1. Could the project degrade the quality of the environment, substantially reduce habitat for fish or wildlife, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate plant or animal communities, reduce the number or restrict the range of a special status plant or animal, or eliminate important examples of California history or prehistory?	■	❑	❑	❑
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, current projects, and probable future projects.)	❑	❑	❑	■
3. Does the project have effects that will cause substantial adverse impacts on human beings, directly or indirectly?	❑	❑	❑	■

IV. DETERMINATION

❑ The proposed project COULD NOT have a significant effect on the environment, and a Negative Declaration will be prepared.

❑ Although the project, as proposed, could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been added. Therefore, a Mitigated Negative Declaration will be prepared.

❑ The proposed project may have a significant effect on the environment, and an Environmental Impact Report is required.

■ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ❑ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Elaine Costello, Community Development Director Date

V. LIST OF DATA SOURCES:

1. Americana Center Precise Plan Amendment Initial Study, 1999.
2. City of Mountain View, The Mountain View 1992 General Plan, adopted October 29, 1992.
3. City of Mountain View, Home Depot Briefing Paper, June 28, 2000.
4. City of Mountain View, Americana Center Precise Plan, adopted May 30, 1995, last amended January 25, 2000.
5. Northgate Environmental Management, Inc., Draft Phase I Preliminary Site Assessment Update, September 29, 2003.
6. Barrie D. Coate and Associates, An Updated Tree Survey at the Old Emporium Site, February 11, 2004.
7. Bench, Michael, Barrie D. Coate and Associates, personal communication with Impact Sciences' staff, March 2, 2004.
8. City of Mountain View, Palo Alto Medical Foundation Draft Environmental Impact Report, SCH No. 94113038, October 20, 1995.
9. Leinweber, Gary, Fire Marshall, City of Mountain View Fire Department, communication with Impact Sciences staff, February 19, 2004.
10. Leinweber, Gary, Mountain View Fire Marshal, personal communication, February 24, 2004.
11. Bennett, James, Public Information/Crime Prevention Officer, City of Mountain View Police Department, communication with Impact Sciences staff, March 5, 2004.
12. California Integrated Waste Management Board, Solid Waste Information System, www.ciwmb.ca.gov/SWIS/, February 25, 2004.
13. Impact Sciences 2004.
14. Basin Research Associates, Inc., Cultural Resources Assessment for 1990 General Plan Update, August 1990.
15. Turner, Alison, Senior Civil Engineer, City of Mountain View, personal communication, March 26, 2004.
16. Pacific Gas & Electric, http://www.pge.com/customer_service/new_construction_services/, February 2005.
17. Palo Alto Regional Water Quality Control Plant, February 2004.
18. Anderson, Eric, Urban Runoff Coordinator, City of Mountain View, March 25, 2004.

Endnotes:

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[i] *Highway Noise Fundamentals* (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 81.

[ii] *Highway Noise Fundamentals*, p. 97. A "hard" or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard packed soils. An acoustically "soft" or absorptive site is characteristic of normal earth and most ground with vegetation.

[iii] Ibid., p. 97.

[iv] *Highway Noise Mitigation* (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 18.

[v] Barry, T. M. and J. A. Reagan, *FHWA Highway Traffic Noise Prediction Model* (Washington D.C.: U.S. Department of Transportation, Federal Highway Administration, Office of Research, Office of Environmental Policy, December 1978), NTIS, FHWA-RD-77-108, p. 33.

[vi] Hendriks, Rudolf W., *California Vehicle Noise Emission Levels* (Sacramento, California: California Department of Transportation, January 1987), NTIS, FHWA/CA/TL-87/03.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, GOVERNOR

DEPARTMENT OF TRANSPORTATION
P. O. BOX 23660
OAKLAND, CA 94623-0660
(510) 286-5505
(800) 735-2929 TTY

Flex your power!
Be energy efficient!

May 12, 2004

SCL-082-18.58
SCL082354

Ms. Mary Fulford
City of Mountain View
500 Castro Street
Mountain View, CA 94040

Dear Ms. Fulford:

Palo Alto Medical Foundation – Notice of Preparation – SCH 2004042075

Thank you for including the California Department of Transportation in the environmental review process for the proposed project. We have reviewed the NOP for the planned development project and have the following comments to offer.

Our primary concern with the project is the potentially significant impact it may have to traffic volume and congestion. In order to adequately address our concerns regarding the proposed development, we recommend a traffic impact analysis be prepared. The traffic impact analysis should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.

2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments, intersections and ramps.

3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus master plan, and 3) cumulative for the intersections in the master plan area.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.

5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.

6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We recommend you utilize Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* which can be accessed from the following webpage: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

We look forward to reviewing the specific plan DEIR for this project. We do expect to receive a copy from the State Clearinghouse, but in order to expedite our review you may send two copies in advance to:

José L. Olveda
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please be advised that any work or traffic control within the State right-of-way (ROW) will require an encroachment permit from the Department. To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans (in metric units) which clearly indicate State ROW to the following address:

Mr. Sean Nozzari, District Office Chief
Office of Permits
California Department of Transportation, District 04
P. O. Box 23660
Oakland, Ca 94623-0660

Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

Timothy C. Sable

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan, State Clearinghouse

Appendix 4.1 Air Quality: Pollutant Emissions Calculations

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\Administrator\Desktop\Desktop Files\Geraldina\PAMF\PAMF.urb
Project Name: PAMF
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.19	1.67	1.15	0.00	0.00
TOTALS (lbs/day, mitigated)	0.19	1.67	1.15	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	75.27	86.71	922.20	0.86	75.65
TOTALS (lbs/day, mitigated)	69.34	79.56	846.18	0.79	69.42

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	75.46	88.39	923.35	0.87	75.66
TOTALS (lbs/day, mitigated)	69.52	81.23	847.33	0.79	69.42

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\Administrator\Desktop\Desktop Files\Geraldina\PAMF\PAMF.urb
Project Name: PAMF
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Pounds/Day - Winter)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	0.12	1.67	0.67	0.00	0.00
TOTALS (lbs/day, mitigated)	0.12	1.67	0.67	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	85.23	121.13	939.79	0.77	75.65
TOTALS (lbs/day, mitigated)	78.20	111.13	862.18	0.71	69.42

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day,unmitigated)	85.35	122.79	940.46	0.77	75.66
TOTALS (lbs/day, mitigated)	78.32	112.80	862.85	0.71	69.42

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\Administrator\Desktop\Desktop Files\Geraldina\PAMF\PAMF.urb
Project Name: PAMF
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	0.03	0.30	0.16	0.00	0.00
TOTALS (tpy, mitigated)	0.02	0.30	0.16	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	14.34	17.92	169.37	0.15	13.81
TOTALS (tpy, mitigated)	13.19	16.44	155.40	0.14	12.67

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (tpy, unmitigated)	14.37	18.22	169.54	0.15	13.81
TOTALS (tpy, mitigated)	13.22	16.74	155.57	0.14	12.67

URBEMIS 2002 For Windows 7.4.2

?ile Name: C:\Documents and Settings\Administrator\Desktop\Desktop Files\Geraldina\PAMF\PAMF.urb
?roject Name: PAMF
?roject Location: San Francisco Bay Area
)n-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Winter)

\REA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.12	1.67	0.67	-	0.00
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.12	1.67	0.67	0.00	0.00

\REA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.12	1.67	0.67	-	0.00
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping - No winter emissions					
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, mitigated)	0.12	1.67	0.67	0.00	0.00

\rea Source Mitigation Measures

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Medical office building	85.23	121.13	939.79	0.77	75.65
TOTAL EMISSIONS (lbs/day)	85.23	121.13	939.79	0.77	75.65

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	36.13 trips / 1000 sq. ft.	250.00	9,032.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Medical office building	78.20	111.13	862.18	0.71	69.42
TOTAL EMISSIONS (lbs/day)	78.20	111.13	862.18	0.71	69.42

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 50 Season: Winter

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	36.13 trips / 1000 sq. ft.	250.00	9,032.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

?edestrian Environment

1.0	Side Walks/Paths: Few Destinations Covered
0.5	Street Trees Provide Shade: Some Coverage
1.0	Pedestrian Circulation Access: Few Destinations
1.0	Visually Interesting Uses: Some Uses within Walking Distance
1.0	Street System Enhances Safety: Some Streets
1.0	Pedestrian Safety from Crime: Moderate Degree of Safety
0.5	Visually Interesting Walking Routes: Minor Level

6.0 <- Pedestrian Environmental Credit
6.0 /19 = 0.3 <- Pedestrian Effectiveness Factor

Transit Service

?0.0 Transit Service: 15-30 Minute Bus within 1/4 Mile

?0.0 <- Transit Effectiveness Credit
6.0 <- Pedestrian Factor
?6.0 <-Total
?6.0 /110 = 0.2 <-Transit Effectiveness Factor

Bicycle Environment

5.0	Interconnected Bikeways: High Coverage
3.0	Bike Routes Provide Paved Shoulders: Most Major Destinations
0.0	Safe Vehicle Speed Limits: No Routes Provided
0.0	Safe School Routes: No Schools
1.0	Uses w/in Cycling Distance: Some Uses
1.0	Bike Parking Ordinance: Requires Unprotected Bike Racks

10.0 <- Bike Environmental Credit
10.0 /20 = 0.5 <- Bike Effectiveness Factor

MITIGATION MEASURES SELECTED FOR THIS PROJECT
(All mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
2.5.0	Credit for Existing or Planned Community Transit Service
2.5.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
1.0	Provide Wide Sidewalks and Onsite Pedestrian Facilities
1.0	Project Uses Parking Structures/Small Dispersed Lots
0.5	Provide Pedestrian Safety Designs/Infrastructure at Crossings
0.3	No Long Uninterrupted Walls Along Pedestrian Walkways
4.8	<- Totals

Bicycle Enhancing Infratructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
7.0	<- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5.0	Credit for Surrounding Area Bike Environment
1.0	Provide Securre Bicycle Parking
1.0	Provide Employee Lockers and Showers
7.0	<- Totals

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
1.0	Day Care Center Onsite or Within 1/2 Mile
1.0	<- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
1.0	Minor Services Provided
1.0	<- Totals

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
0.0	<- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure
0.0	<- Totals

Measures Reducing VMT (Residential)

VMT Reduced	Measure
0.0	<- Totals

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures

Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.07	0.28	0.28
Transit	3.55	0.78	0.96
Bicycle	3.50	3.50	3.50
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.16	1.50	1.50
Transit	3.55	0.07	3.55
Bicycle	3.50	3.50	3.50
Other	0.07	0.04	0.00
Totals	0.00	0.00	0.00

?hanges made to the default values for Land Use Trip Percentages

?hanges made to the default values for Area

?he wood stove option switch changed from on to off.
?he fireplcase option switch changed from on to off.
?he area souce mitigation measure option switch changed from off to on.
?he landscape year changed from 2004 to 2006.

?hanges made to the default values for Operations

?he pass by trips option switch changed from on to off.
?he operational emission year changed from 2004 to 2006.
?he operational winter temperature changed from 40 to 50.
?he operational summer selection item changed from 7 to 6.
?he home based work selection item changed from 7 to 6.
?he home based shopping selection item changed from 7 to 6.
?he home based other selection item changed from 7 to 6.
?he commercial based commute selection item changed from 7 to 6.
?he commercial based non-work selection item changed from 7 to 6.
?he commercial based customer selection item changed from 7 to 6.
?he travel mode environment settings changed from both to: non-residential
?he default/nodefault travel setting changed from nodefault to: nodefault
 Side Walks/Paths: No Sidewalks
      changed to: Side Walks/Paths: Few Destinations Covered
;treet Trees Provide Shade: No Coverage
      changed to:Street Trees Provide Shade: Some Coverage
?edestrian Circulation Access: No Destinations
      changed to:Pedestrian Circulation Access: Few Destinations
?isually Interesting Uses: No Uses Within Walking Distance
      changed to:Visually Interesting Uses: Some Uses within Walking Distance
 Street System Enhances Safety: No Streets
      changed to: Street System Enhances Safety: Some Streets
?edestrian Safety from Crime: No Degree of Safety
      changed to:Pedestrian Safety from Crime: Moderate Degree of Safety
?isually Interesting Walking Routes: No Visual Interest
      changed to:Visually Interesting Walking Routes: Minor Level
 Transit Service: Dial-A-Ride or No Transit Service
      changed to: Transit Service: 15-30 Minute Bus within 1/4 Mile
 Interconnected Bikeways: No Bikeway Coverage
      changed to: Interconnected Bikeways: High Coverage
;ike Routes Provide Paved Shoulders: No Routes
      changed to:Bike Routes Provide Paved Shoulders: Most Major Destinations
Jses w/in Cycling Distance: No Uses w/in Cycling Distance
      changed to:Uses w/in Cycling Distance: Some Uses
;ike Parking Ordinance: No Ordinance or Unenforceable
      changed to:Bike Parking Ordinance: Requires Unprotected Bike Racks
4itigation measure Provide Wide Sidewalks and Onsite Pedestrian Facilities:1
     has been changed from off to on.
4itigation measure Project Uses Parking Structures/Small Dispersed Lots:1
     has been changed from off to on.
4itigation measure Provide Pedestrian Safety Designs/Infrastructure at Crossings:0.5
     has been changed from off to on.
4itigation measure No Long Uninterrupted Walls Along Pedestrian Walkways:0.25
     has been changed from off to on.
4itigation measure Provide Securre Bicycle Parking:1
     has been changed from off to on.
4itigation measure Provide Employee Lockers and Showers:1
     has been changed from off to on.
4itigation measure Day Care Center Onsite or Within 1/2 Mile:1
     has been changed from off to on.
4itigation measure Minor Services Provided:1
     has been changed from off to on.
4itigation measuremitop5: Park and Ride Lots
     has been changed from on to off.

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\Administrator\Desktop\Desktop Files\Geraldina\PAMF\PAMF.urb
Project Name: PAMF
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Pounds/Day - Summer)

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.12	1.67	0.67	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.07	0.01	0.48	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	0.19	1.67	1.15	0.00	0.00

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.12	1.67	0.67	-	0.00
Wood Stoves - No summer emissions					
Fireplaces - No summer emissions					
Landscaping	0.07	0.01	0.48	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (lbs/day, mitigated)	0.19	1.67	1.15	0.00	0.00

Area Source Mitigation Measures

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Medical office building	75.27	86.71	922.20	0.86	75.65
TOTAL EMISSIONS (lbs/day)	75.27	86.71	922.20	0.86	75.65

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	36.13 trips / 1000 sq. ft.	250.00	9,032.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
?edical office building	69.34	79.56	846.18	0.79	69.42
?OTAL EMISSIONS (lbs/day)	69.34	79.56	846.18	0.79	69.42

)PERATIONAL (Vehicle) EMISSION ESTIMATES

\nalysis Year: 2006 Temperature (F): 85 Season: Summer

:MFAC Version: EMFAC2002 (9/2002)

;ummary of Land Uses:

Jnit Type	Trip Rate	Size	Total Trips
?edical office building	36.13 trips / 1000 sq. ft.	250.00	9,032.50

?ehicle Assumptions:

?leet Mix:

?ehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
;ight Auto	55.60	2.20	97.30	0.50
;ight Truck < 3,750 lbs	15.10	4.00	93.40	2.60
;ight Truck 3,751- 5,750	15.90	1.90	96.90	1.20
?ed Truck 5,751- 8,500	7.00	1.40	95.70	2.90
;ite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
;ite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
?ed-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
?eavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
;ine Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Jrban Bus	0.10	0.00	0.00	100.00
?otorcycle	1.70	82.40	17.60	0.00
;chool Bus	0.10	0.00	0.00	100.00
?otor Home	1.20	0.00	91.70	8.30

?ravel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Jrban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
?ural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
?rip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
?edical office building				7.0	3.5	89.5

:NVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

?edestrian Environment

1.0	Side Walks/Paths: Few Destinations Covered
0.5	Street Trees Provide Shade: Some Coverage
1.0	Pedestrian Circulation Access: Few Destinations
1.0	Visually Interesting Uses: Some Uses within Walking Distance
1.0	Street System Enhances Safety: Some Streets
1.0	Pedestrian Safety from Crime: Moderate Degree of Safety
0.5	Visually Interesting Walking Routes: Minor Level

6.0 <- Pedestrian Environmental Credit
6.0 /19 = 0.3 <- Pedestrian Effectiveness Factor

?ransit Service

?0.0 Transit Service: 15-30 Minute Bus within 1/4 Mile

?0.0 <- Transit Effectiveness Credit
6.0 <- Pedestrian Factor
?6.0 <-Total
?6.0 /110 = 0.2 <-Transit Effectiveness Factor

Bicycle Environment

5.0	Interconnected Bikeways: High Coverage
3.0	Bike Routes Provide Paved Shoulders: Most Major Destinations
0.0	Safe Vehicle Speed Limits: No Routes Provided
0.0	Safe School Routes: No Schools
1.0	Uses w/in Cycling Distance: Some Uses
1.0	Bike Parking Ordinance: Requires Unprotected Bike Racks

.0.0 <- Bike Environmental Credit
.0.0 /20 = 0.5 <- Bike Effectiveness Factor

MITIGATION MEASURES SELECTED FOR THIS PROJECT
(All mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
15.0	Credit for Existing or Planned Community Transit Service
15.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
1.0	Provide Wide Sidewalks and Onsite Pedestrian Facilities
1.0	Project Uses Parking Structures/Small Dispersed Lots
0.5	Provide Pedestrian Safety Designs/Infrastructure at Crossings
0.3	No Long Uninterrupted Walls Along Pedestrian Walkways
4.8	<- Totals

Bicycle Enhancing Infratructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
7.0	<- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5.0	Credit for Surrounding Area Bike Environment
1.0	Provide Securre Bicycle Parking
1.0	Provide Employee Lockers and Showers
7.0	<- Totals

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
1.0	Day Care Center Onsite or Within 1/2 Mile
1.0	<- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
1.0	Minor Services Provided
1.0	<- Totals

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
0.0	<- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure
0.0	<- Totals

Measures Reducing VMT (Residential)

VMT Reduced	Measure
0.0	<- Totals

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures

Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.07	0.28	0.28
Transit	3.55	0.78	0.96
Bicycle	3.50	3.50	3.50
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.16	1.50	1.50
Transit	3.55	0.07	3.55
Bicycle	3.50	3.50	3.50
Other	0.07	0.04	0.00
Totals	0.00	0.00	0.00

?hanges made to the default values for Land Use Trip Percentages

?hanges made to the default values for Area

?he wood stove option switch changed from on to off.
?he fireplcase option switch changed from on to off.
?he area souce mitigation measure option switch changed from off to on.
?he landscape year changed from 2004 to 2006.

?hanges made to the default values for Operations

?he pass by trips option switch changed from on to off.
?he operational emission year changed from 2004 to 2006.
?he operational winter temperature changed from 40 to 50.
?he operational summer selection item changed from 7 to 6.
?he home based work selection item changed from 7 to 6.
?he home based shopping selection item changed from 7 to 6.
?he home based other selection item changed from 7 to 6.
?he commercial based commute selection item changed from 7 to 6.
?he commercial based non-work selection item changed from 7 to 6.
?he commercial based customer selection item changed from 7 to 6.
?he travel mode environment settings changed from both to: non-residential
?he default/nodefault travel setting changed from nodefault to: nodefault
Side Walks/Paths: No Sidewalks
    changed to: Side Walks/Paths: Few Destinations Covered
Street Trees Provide Shade: No Coverage
    changed to:Street Trees Provide Shade: Some Coverage
?edestrian Circulation Access: No Destinations
    changed to:Pedestrian Circulation Access: Few Destinations
Visually Interesting Uses: No Uses Within Walking Distance
    changed to:Visually Interesting Uses: Some Uses within Walking Distance
Street System Enhances Safety: No Streets
    changed to: Street System Enhances Safety: Some Streets
?edestrian Safety from Crime: No Degree of Safety
    changed to:Pedestrian Safety from Crime: Moderate Degree of Safety
Visually Interesting Walking Routes: No Visual Interest
    changed to:Visually Interesting Walking Routes: Minor Level
Transit Service: Dial-A-Ride or No Transit Service
    changed to: Transit Service: 15-30 Minute Bus within 1/4 Mile
Interconnected Bikeways: No Bikeway Coverage
    changed to: Interconnected Bikeways: High Coverage
Bike Routes Provide Paved Shoulders: No Routes
    changed to:Bike Routes Provide Paved Shoulders: Most Major Destinations
Uses w/in Cycling Distance: No Uses w/in Cycling Distance
    changed to:Uses w/in Cycling Distance: Some Uses
Bike Parking Ordinance: No Ordinance or Unenforceable
    changed to:Bike Parking Ordinance: Requires Unprotected Bike Racks
Mitigation measure Provide Wide Sidewalks and Onsite Pedestrian Facilities:1
    has been changed from off to on.
Mitigation measure Project Uses Parking Structures/Small Dispersed Lots:1
    has been changed from off to on.
Mitigation measure Provide Pedestrian Safety Designs/Infrastructure at Crossings:0.5
    has been changed from off to on.
Mitigation measure No Long Uninterrupted Walls Along Pedestrian Walkways:0.25
    has been changed from off to on.
Mitigation measure Provide Securre Bicycle Parking:1
    has been changed from off to on.
Mitigation measure Provide Employee Lockers and Showers:1
    has been changed from off to on.
Mitigation measure Day Care Center Onsite or Within 1/2 Mile:1
    has been changed from off to on.
Mitigation measure Minor Services Provided:1
    has been changed from off to on.
Mitigation measuremitop5: Park and Ride Lots
    has been changed from on to off.

URBEMIS 2002 For Windows 7.4.2

File Name: C:\Documents and Settings\Administrator\Desktop\Desktop Files\Geraldina\PAMF\PAMF.urb
Project Name: PAMF
Project Location: San Francisco Bay Area
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT
(Tons/Year)

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.02	0.30	0.12	-	0.00
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping	0.01	0.00	0.04	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (tpy, unmitigated)	0.03	0.30	0.16	0.00	0.00

AREA SOURCE EMISSION ESTIMATES

Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.02	0.30	0.12	-	0.00
Wood Stoves	0.00	0.00	0.00	0.00	0.00
Fireplaces	0.00	0.00	0.00	0.00	0.00
Landscaping	0.01	0.00	0.04	0.00	0.00
Consumer Prdcts	0.00	-	-	-	-
TOTALS (tpy, mitigated)	0.02	0.30	0.16	0.00	0.00

Area Source Mitigation Measures

UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Medical office building	14.34	17.92	169.37	0.15	13.81
TOTAL EMISSIONS (tons/yr)	14.34	17.92	169.37	0.15	13.81

Does not include correction for passby trips.
Does not include double counting adjustment for internal trips.

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 85 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	36.13 trips / 1000 sq. ft.	250.00	9,032.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5

MITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Medical office building	13.19	16.44	155.40	0.14	12.67
TOTAL EMISSIONS (tons/yr)	13.19	16.44	155.40	0.14	12.67

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2006 Temperature (F): 85 Season: Annual

EMFAC Version: EMFAC2002 (9/2002)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Medical office building	36.13 trips / 1000 sq. ft.	250.00	9,032.50

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.60	2.20	97.30	0.50
Light Truck < 3,750 lbs	15.10	4.00	93.40	2.60
Light Truck 3,751- 5,750	15.90	1.90	96.90	1.20
Med Truck 5,751- 8,500	7.00	1.40	95.70	2.90
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.30	0.00	66.70	33.30
Med-Heavy 14,001-33,000	1.00	10.00	20.00	70.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.10	0.00	0.00	100.00
Motorcycle	1.70	82.40	17.60	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	0.00	91.70	8.30

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.8	4.6	6.1	11.8	5.0	5.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip Speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	27.3	21.2	51.5			
% of Trips - Commercial (by land use)						
Medical office building				7.0	3.5	89.5

:NVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

?edestrian Environment

1.0	Side Walks/Paths: Few Destinations Covered
0.5	Street Trees Provide Shade: Some Coverage
1.0	Pedestrian Circulation Access: Few Destinations
1.0	Visually Interesting Uses: Some Uses within Walking Distance
1.0	Street System Enhances Safety: Some Streets
1.0	Pedestrian Safety from Crime: Moderate Degree of Safety
0.5	Visually Interesting Walking Routes: Minor Level

6.0 <- Pedestrian Environmental Credit
6.0 /19 = 0.3 <- Pedestrian Effectiveness Factor

:ransit Service

:0.0 Transit Service: 15-30 Minute Bus within 1/4 Mile

:0.0 <- Transit Effectiveness Credit
6.0 <- Pedestrian Factor
:6.0 <-Total
:6.0 /110 = 0.2 <-Transit Effectiveness Factor

3icycle Environment

5.0	Interconnected Bikeways: High Coverage
3.0	Bike Routes Provide Paved Shoulders: Most Major Destinations
0.0	Safe Vehicle Speed Limits: No Routes Provided
0.0	Safe School Routes: No Schools
1.0	Uses w/in Cycling Distance: Some Uses
1.0	Bike Parking Ordinance: Requires Unprotected Bike Racks

.0.0 <- Bike Environmental Credit
.0.0 /20 = 0.5 <- Bike Effectiveness Factor

MITIGATION MEASURES SELECTED FOR THIS PROJECT
(All mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced	Measure
2.5.0	Credit for Existing or Planned Community Transit Service
2.5.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
2.0	<- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
2.0	Credit for Surrounding Pedestrian Environment
1.0	Provide Wide Sidewalks and Onsite Pedestrian Facilities
1.0	Project Uses Parking Structures/Small Dispersed Lots
0.5	Provide Pedestrian Safety Designs/Infrastructure at Crossings
0.3	No Long Uninterrupted Walls Along Pedestrian Walkways
4.8	<- Totals

Bicycle Enhancing Infratructure Measures (Residential)

% Trips Reduced	Measure
7.0	Credit for Surrounding Bicycle Environment
7.0	<- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced	Measure
5.0	Credit for Surrounding Area Bike Environment
1.0	Provide Securre Bicycle Parking
1.0	Provide Employee Lockers and Showers
7.0	<- Totals

Operational Measures (Applying to Commute Trips)

% Trips Reduced	Measure
1.0	Day Care Center Onsite or Within 1/2 Mile
1.0	<- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

% Trips Reduced	Measure
1.0	Minor Services Provided
1.0	<- Totals

Operational Measures (Applying to Customer Trips)

% Trips Reduced	Measure
0.0	<- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced	Measure
0.0	<- Totals

Measures Reducing VMT (Residential)

VMT Reduced	Measure
0.0	<- Totals

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures

Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips
Pedestrian	0.07	0.28	0.28
Transit	3.55	0.78	0.96
Bicycle	3.50	3.50	3.50
Totals	0.00	0.00	0.00

Travel Mode	Work Trips	Employee Trips	Customer Trips
Pedestrian	0.16	1.50	1.50
Transit	3.55	0.07	3.55
Bicycle	3.50	3.50	3.50
Other	0.07	0.04	0.00
Totals	0.00	0.00	0.00

?hanges made to the default values for Land Use Trip Percentages

?hanges made to the default values for Area

?he wood stove option switch changed from on to off.
?he fireplcase option switch changed from on to off.
?he area souce mitigation measure option switch changed from off to on.
?he landscape year changed from 2004 to 2006.

?hanges made to the default values for Operations

?he pass by trips option switch changed from on to off.
?he operational emission year changed from 2004 to 2006.
?he operational winter temperature changed from 40 to 50.
?he operational summer selection item changed from 7 to 6.
?he home based work selection item changed from 7 to 6.
?he home based shopping selection item changed from 7 to 6.
?he home based other selection item changed from 7 to 6.
?he commercial based commute selection item changed from 7 to 6.
?he commercial based non-work selection item changed from 7 to 6.
?he commercial based customer selection item changed from 7 to 6.
?he travel mode environment settings changed from both to: non-residential
?he default/nodefault travel setting changed from nodefault to: nodefault
 Side Walks/Paths: No Sidewalks
      changed to: Side Walks/Paths: Few Destinations Covered
Street Trees Provide Shade: No Coverage
      changed to:Street Trees Provide Shade: Some Coverage
?edestrian Circulation Access: No Destinations
      changed to:Pedestrian Circulation Access: Few Destinations
/isually Interesting Uses: No Uses Within Walking Distance
      changed to:Visually Interesting Uses: Some Uses within Walking Distance
 Street System Enhances Safety: No Streets
      changed to: Street System Enhances Safety: Some Streets
?edestrian Safety from Crime: No Degree of Safety
      changed to:Pedestrian Safety from Crime: Moderate Degree of Safety
/isually Interesting Walking Routes: No Visual Interest
      changed to:Visually Interesting Walking Routes: Minor Level
 Transit Service: Dial-A-Ride or No Transit Service
      changed to: Transit Service: 15-30 Minute Bus within 1/4 Mile
 Interconnected Bikeways: No Bikeway Coverage
      changed to: Interconnected Bikeways: High Coverage
Bike Routes Provide Paved Shoulders: No Routes
      changed to:Bike Routes Provide Paved Shoulders: Most Major Destinations
Uses w/in Cycling Distance: No Uses w/in Cycling Distance
      changed to:Uses w/in Cycling Distance: Some Uses
Bike Parking Ordinance: No Ordinance or Unenforceable
      changed to:Bike Parking Ordinance: Requires Unprotected Bike Racks
Mitigation measure Provide Wide Sidewalks and Onsite Pedestrian Facilities:1
     has been changed from off to on.
Mitigation measure Project Uses Parking Structures/Small Dispersed Lots:1
     has been changed from off to on.
Mitigation measure Provide Pedestrian Safety Designs/Infrastructure at Crossings:0.5
     has been changed from off to on.
Mitigation measure No Long Uninterrupted Walls Along Pedestrian Walkways:0.25
     has been changed from off to on.
Mitigation measure Provide Securre Bicycle Parking:1
     has been changed from off to on.
Mitigation measure Provide Employee Lockers and Showers:1
     has been changed from off to on.
Mitigation measure Day Care Center Onsite or Within 1/2 Mile:1
     has been changed from off to on.
Mitigation measure Minor Services Provided:1
     has been changed from off to on.
Mitigation measuremitop5: Park and Ride Lots
     has been changed from on to off.

Appendix 4.2 Transportation and Circulation: Traffic Report prepared by TJKM

DRAFT

Palo Alto Medical Foundation (PAMF) Traffic Impact Study

In the City of Mountain View

May 5, 2004

Prepared by:
TJKM Transportation Consultants
5960 Inglewood Drive, Suite 100
Pleasanton CA 94588-8535
Tel: 925.463.0611
Fax: 925.463.3690

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INTRODUCTION AND SUMMARY

Introduction

This report presents the results of TJKM's traffic impact analysis for the proposed Palo Alto Medical Foundation (PAMF) medical office building in the City of Mountain View. This study presents estimated trip generation of the proposed development and addresses the potential traffic impacts. Based on rates provided in *Trip Generation,* 6th Edition*,* published by the Institute of Transportation Engineers (ITE), the proposed PAMF medical office building is expected to generate approximately 9,033 daily trips in the vicinity of the project site, with 608 trips occurring during the a.m. peak hour and 707 trips occurring during the p.m. peak hour. Based on a previous survey conducted at PAMF building in Palo Alto in June 2002, a different in/out split of 43 percent /57 percent was considered for the p.m. peak hour instead of 27 percent/73 percent provided in ITE 6th edition.

All study intersections operate at acceptable service levels under the Existing Conditions during both the a.m. and p.m. peak hours. They are also expected to operate acceptably under Existing plus Project, Cumulative, and Cumulative plus Project Conditions during both the a.m. and p.m. peak hours.

The intersection of Grant Road/SR-237/El Camino Real is expected to operate at a level of service (LOS=E+) under Cumulative plus Project Conditions during both the a.m. and p.m. peak hours. Since this intersection is Congestion Management Program (CMP) designated, the acceptable level of service is LOS E or better and hence mitigation is not required.

Table I summarizes the intersection level of service analysis for Existing Conditions, Existing plus Project, Cumulative, and Cumulative plus Project Conditions for both the a.m. and p.m. peak hours at the study intersections.

The results of the freeway segment analysis indicate that the proposed project is expected to have a significant impact on the following freeway segments:

- Northbound SR 85, I-280 to Homestead mixed-flow lanes (a.m. peak hour only)
- Northbound SR 85, Homestead to Fremont mixed-flow lanes (a.m. peak hour only)
- Northbound SR 85, Fremont to El Camino Real mixed-flow lanes (a.m. peak hour only)
- Southbound SR 85, SR 237 to El Camino Real mixed-flow lanes (p.m. peak hour only)
- Southbound SR 85, El Camino Real to Fremont mixed-flow lanes (p.m. peak hour only)
- Southbound SR 85, Fremont to Homestead mixed-flow lanes (p.m. peak hour only)
- Westbound SR 237, Maude Avenue to Central Expressway mixed-flow lanes (p.m. peak hour only)
- Westbound SR 237, Central expressway to SR 85 mixed-flow lanes (p.m. peak hour only)

The project is expected to implement transportation demand management (TDM) measures from the CMP Deficiency Plan Guidelines Immediate Implementation Action List. However, these measures are not expected to fully mitigate the project's impact on the freeway segments.

TABLE I: INTERSECTION LOS ANALYSIS

Intersection	LOS		Existing		Existing plus Project		Cumulative		Cumulative plus Project	
			Average Delay[1]	LOS	Average Delay[1]	LOS	Average Delay[1]	LOS	Average Delay[1]	LOS
Shoreline Blvd./El Camino Real*	Signal	AM	36.2	D+	36.5	D+	39.0	D	39.4	D
		PM	33.0	C-	33.1	C-	34.4	C-	34.5	C-
Castro St./El Camino Real*	Signal	AM	28.4	C	29.1	C	28.9	C	29.2	C
		PM	35.0	D+	35.5	D+	36.8	D+	37.3	D+
Grant Road/SR-237/El Camino Real*	Signal	AM	46.3	D	46.4	D	57.2	E+	58.3	E+
		PM	47.3	D	49.2	D	55.3	E+	58.4	E+
Sylvan Avenue/The Americana/El Camino Real	Signal	AM	30.0	C	31.2	C	32.2	C-	33.3	C-
		PM	24.5	C	31.3	C	27.3	C	33.9	C-
Albertson's./The Americana/PAMF Dwy.	Four-Way Stop	AM	9.3	A	13.9	B	9.5	A	14.2	B
		PM	9.0	A	17.2	C	9.2	A	17.6	C
Dale Ave./Hilton Dwy./El Camino Real	Two-Way Stop	AM	0.4 (12.2)	A (B)	0.5 (12.4)	A (B)	0.4 (12.9)	A (B)	0.5 (13.1)	A (B)
		PM	1.2 (15.4)	A (C)	1.4 (16.3)	A (C)	1.3 (16.0)	A (C)	1.5 (17.0)	A (C)
Bernardo Ave./El Camino Real	Signal	AM	36.1	D+	36.2	D+	36.8	D+	37.0	D+
		PM	35.5	D+	35.8	D+	36.7	D+	37.1	D+
Mary Ave./El Camino Real*	Signal	AM	36.5	D+	36.8	D+	38.6	D+	38.7	D+
		PM	44.6	D	45.1	D	50.0	D	51.0	D-
Mathilda Ave./El Camino Real*	Signal	AM	38.1	D+	38.3	D+	40.3	D	40.5	D
		PM	39.7	D	39.8	D	39.2	D	39.5	D
Sunnyvale/Saratoga/El Camino Real*	Signal	AM	29.7	C	29.7	C	29.8	C	29.8	C
		PM	31.8	C	31.5	C	31.8	C	31.9	C
Americana/Continental Circle	Three-Way Stop	AM	8.7	A	9.1	A	9.0	A	9.4	A
		PM	7.9	A	8.1	A	8.0	A	8.2	A

Notes: LOS= Level of Service. Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.
X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).
*denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better

LEVEL OF SERVICE ANALYSIS METHODOLOGY

City staff selected the following eleven intersections for analysis:

- Shoreline Boulevard/El Camino Real (Signal)
- Castro Street/El Camino Real (Signal)
- Grant Road/SR-237/El Camino Real (Signal)
- Sylvan Avenue/The Americana/El Camino Real (Signal)
- Project Driveway/Albertson's Driveway/The Americana (Four-Way Stop)
- Dale Avenue/Hilton Driveway/El Camino Real (Two-Way Stop)
- Bernardo Avenue/El Camino Real (Signal)
- Mary Avenue/El Camino Real (Signal)
- Mathilda Avenue/El Camino Real (Signal)
- Sunnyvale/Saratoga/El Camino Real (Signal)
- Americana/Continental Circle (Three-Way Stop)

Four scenarios were addressed in this study:

A. *Existing Conditions* - Current (Year 2003/2004) traffic volumes and roadway conditions.

B. *Existing plus Project Conditions* - Current (Year 2003/2004) traffic volumes and roadway conditions with the addition of traffic from the proposed project.

C. *Cumulative Conditions* –To obtain the cumulative volumes for this scenario, Year 2004 traffic volumes plus the traffic from the approved developments in the vicinity of the proposed project were forecasted over three years with an annual growth rate of two percent. The current roadway lane geometry was used for the analysis.

D. Cumulative plus Project Conditions – Identical to Scenario *C* with the addition of traffic from the proposed project.

Level of Service Analysis Methodology

As requested by the City, the operating conditions at the signalized study intersections were evaluated using the 2000 Highway Capacity Manual (HCM) Operations Method contained in TRAFFIX software for both the a.m. and p.m. peak hours. This method calculates and correlates levels of service (LOS) based on the average "control delay" experienced at the intersection (in seconds per vehicle). "Control delay" includes initial deceleration, queue move-up time, stopped delay, and final acceleration. The default saturation flow rates were adjusted to comply with the Congestion Management Program (CMP) methodology, adopted by the Santa Clara Valley Transportation Authority.

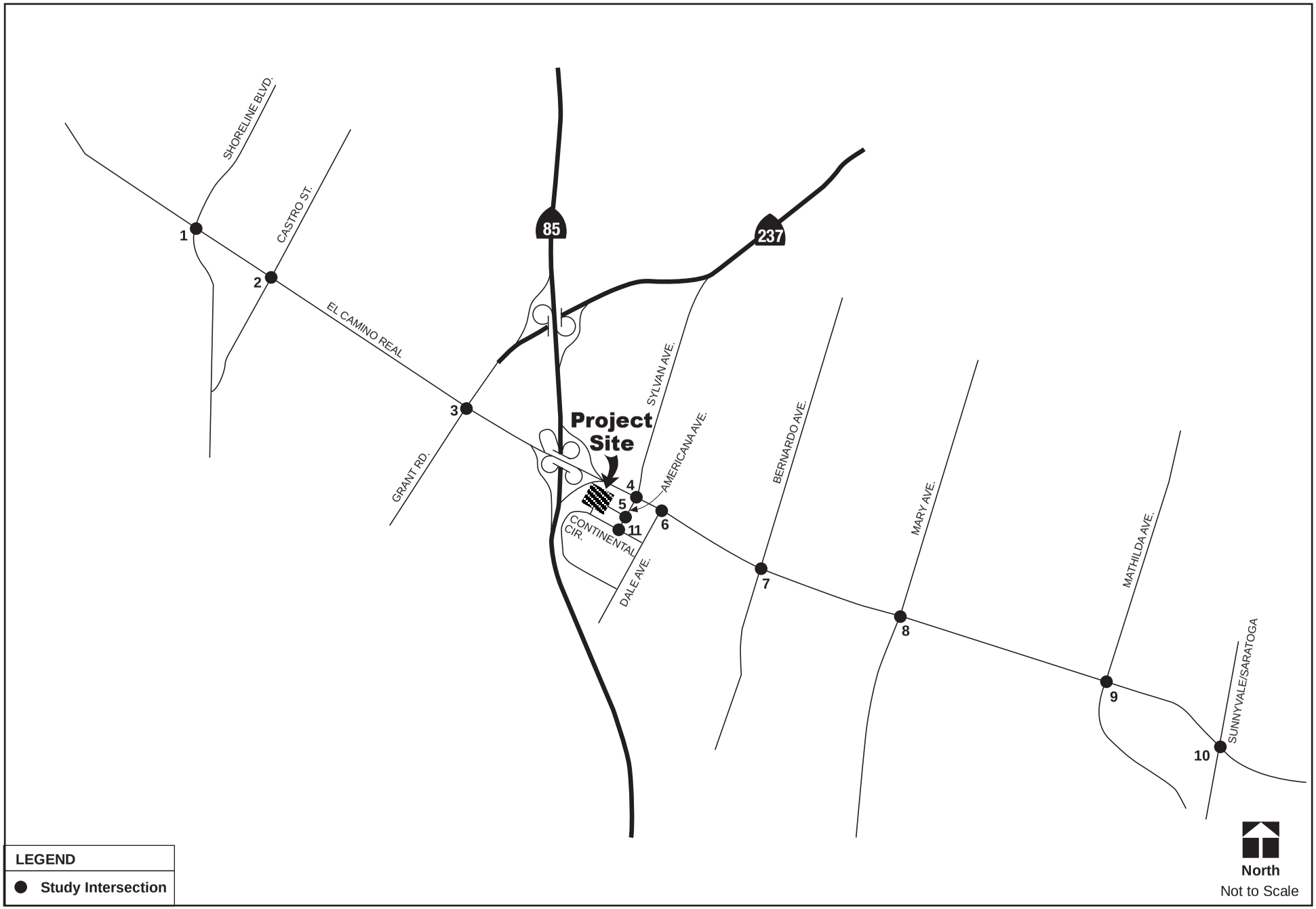
2000 HCM Unsignalized Method was used for the unsignalized intersections for both the a.m. and p.m. peak hours. Similar to signalized intersections, LOS is based on the average "control delay" in seconds per vehicle. For two-way stop controlled intersections, LOS is based on and reported for the worst case turning movement in any one lane. For all-way stop controlled intersections, LOS is based on the average control delay experienced on all approaches. A level of service ratings is qualitative descriptions of intersection operations and is reported using an A through F letter rating system to describe travel delay and congestion. Level of Service (LOS) A indicates free flow conditions with little or no delay and LOS F indicates jammed conditions with excessive delays and long back-ups. The methodology is described in detail in Appendix A.

Impact Criteria

The City's level of service standard is LOS D. Intersections that fall below LOS D are considered impacted and should be considered for mitigation. In other words, the proposed project would have a significant impact on transportation/traffic if it is expected to cause a City intersection operating at LOS D or better to operate at LOS E or F; or cause an increase in critical delay of 4.0 or more seconds and an increase in the critical volume/capacity (v/c) ratio of 0.010 or more at a City intersection that is projected to operate at LOS E or F with existing plus approved projects. However, the acceptable standard for the Congestion Management Program (CMP) designated intersections is LOS E or better. In other words, the proposed project would have a significant impact, if it is expected to cause a CMP intersection to deteriorate from an LOS E or better to an unacceptable service level (LOS F).

The proposed project would have a significant impact on a freeway segment if 1) the addition of project traffic is expected to cause the operating level of a freeway segment to deteriorate from LOS E or better under existing conditions to LOS F or 2) the number of new trips added to a segment already operating at LOS F under existing conditions is more than one percent of the freeway segment capacity.

Based on the City's guidelines, the proposed project is considered to impact a residential collector roadway segment if it is expected to increase the average daily traffic by 25 percent or 500 vehicle trips (whichever is lower).



City of Mountain View
Palo Alto Medical Foundation (PAMF)

Vicinity Map

Figure
1

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EXISTING TRAFFIC CONDITIONS

Weekday segment counts (directional machine counts) were conducted on Continental Circle west of The Americana in the vicinity of the project site on December 10 and 11,2003. The average daily traffic (ADT) on Continental Circle west of The Americana is approximately 2,750 vehicles per day (vpd) on a weekday. The average daily traffic (ADT) on Continental Circle east of The Americana is approximately 3,220 vehicles per day (vpd) on a weekday based on counts taken on March 24 and 25, 2004.

Level of Service Analysis (Existing Conditions)

Turning movement counts at all study intersections were conducted during December of 2003 and January of 2004. Figure 3 illustrates the existing peak hour turning movement volumes at the study intersections. The existing lane configuration, traffic control devices, and cycle lengths at the study intersections were obtained during a field visit during the a.m. and p.m. peak hours. Figure 2 shows the existing lane geometries and the control types at the study intersections.

Table II summarizes the results of the intersection analysis under the Existing Conditions. The detailed LOS calculations (TRAFFIX Output) and segment count datasheets are contained in Appendix B. Under Existing Conditions, all study intersections operate at acceptable service levels (LOS D or better for City intersections and LOS E or better for CMP intersections) during both the a.m. and p.m. peak hours.

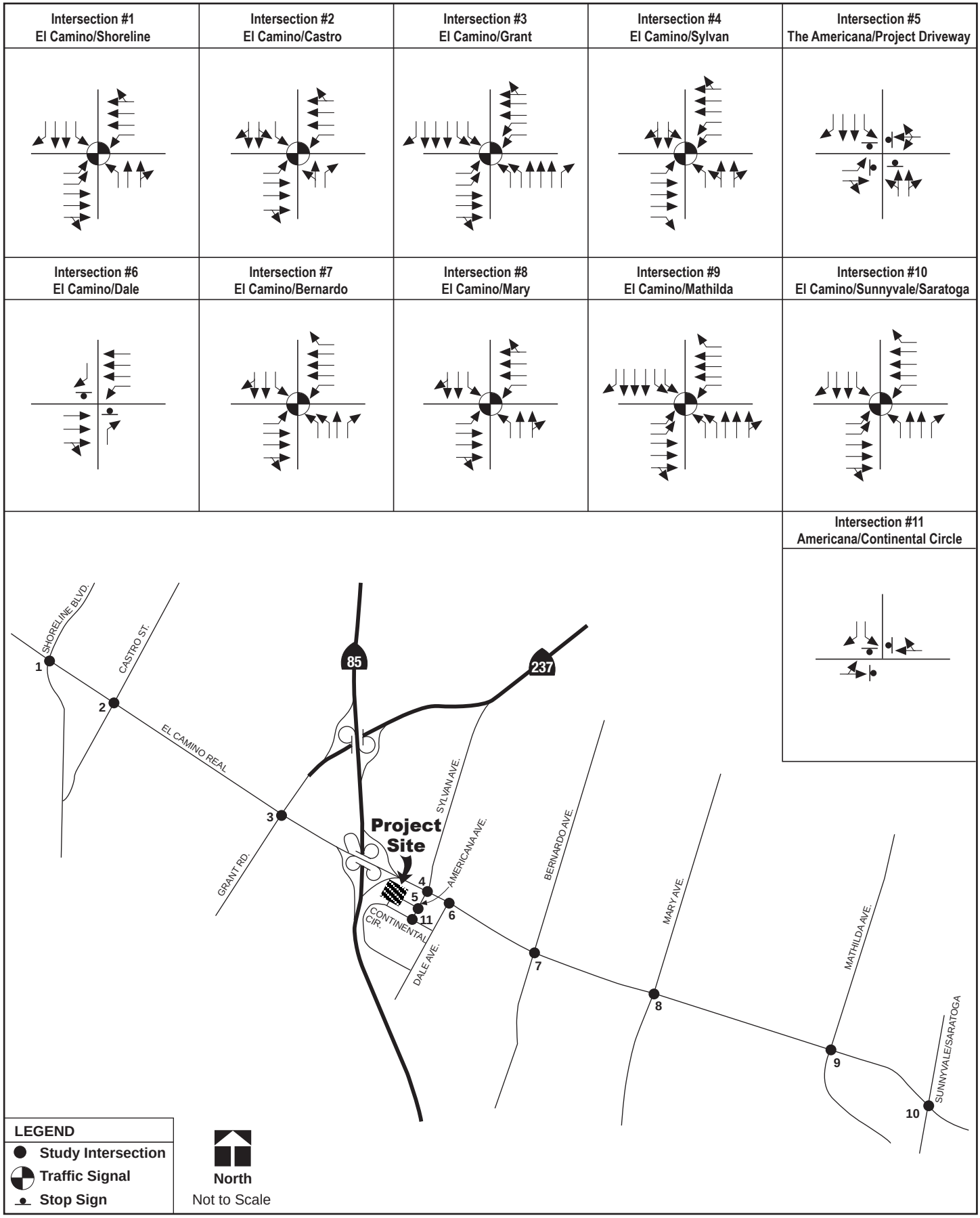
TABLE II: INTERSECTION LOS - EXISTING CONDITIONS

Intersection	*Control*	*AM Peak Hour*		*PM Peak Hour*	
		Average Delay[1]	*LOS*	*Average Delay[1]*	*LOS*
Shoreline Blvd./El Camino Real*	Signal	36.2	D+	33.0	C-
Castro St./El Camino Real*	Signal	28.4	C	35.0	D+
Grant Rd./SR-237/El Camino Real*	Signal	46.3	D	47.3	D
Sylvan/The Americana/el Camino Real	Signal	30.0	C	24.5	C
The Americana/PAMF/Albertson's Dwy.	All-Way Stop	9.3	A	9.0	A
Dale Ave./El Camino Real	Two-Way stop	0.4 (12.2)	A (B)	1.2 (15.4)	A (C)
Bernardo Ave./El Camino Real	Signal	36.1	D+	35.5	D+
Mary Ave./El Camino Real*	Signal	36.5	D+	44.6	D
Mathilda Ave./El Camino Real*	Signal	38.1	D+	39.7	D
Sunnyvale/Saratoga/El Camino Real	Signal	29.7	C	31.8	C
Americana/Continental Circle	All-Way Stop	8.7	A	7.9	A

Notes: LOS = Level of service. [1] Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.

X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).

* denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better.



City of Mountain View
Palo Alto Medical Foundation (PAMF)

Existing Lane Geometry

Figure
2

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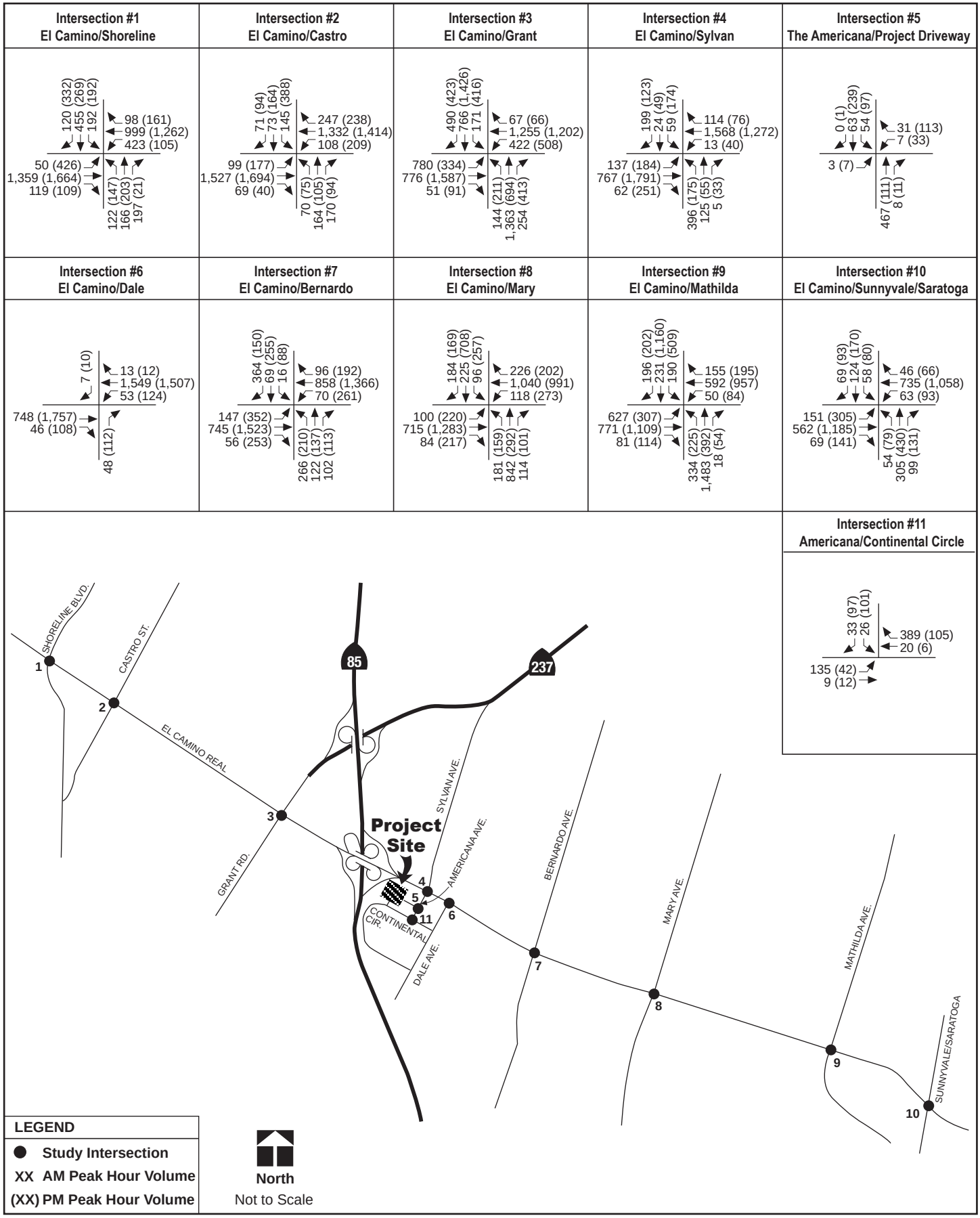

City of Mountain View
Palo Alto Medical Foundation (PAMF)

Existing Peak Hour Turning Movement Volumes

Figure 3

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EXISTING PLUS PROJECT CONDITIONS

This Scenario is similar to the Existing Conditions, but with the addition of traffic from the proposed project. The proposed project location is south of El Camino Real, between the northbound SR 85 off-ramp to El Camino Real and The Americana in the City of Mountain View.

Project Trip Generation

The trip generation for the proposed project was estimated based on rates provided in *Trip Generation,* 6th Edition*,* published by the Institute of Transportation Engineers (ITE). Palo Alto Medical Foundation (PAMF) medical office building is proposed to have 250,000 square feet of office space and is expected to generate approximately 9,033 daily trips in the vicinity of the project site, with 608 trips occurring during the a.m. peak hour and 707 trips occurring during the p.m. peak hour. Based on a survey of the PAMF medical office building in Palo Alto in June of 2002, an in/out split of 43 percent/57 percent was used for the p.m. peak hour instead of the 27percent/73 percent split provided in the ITE 6th edition. The trip generation estimates are shown in Table III.

TABLE III: PROJECT TRIP GENERATION

Land Use	Size (Ksf)	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Rate	In/Out	In	Out	Total	Rate	In/out	In	Out	Total
MOB[1]	250	36.13	9,033	2.43	80/20	486	122	608	2.83	43/57	304	403	707

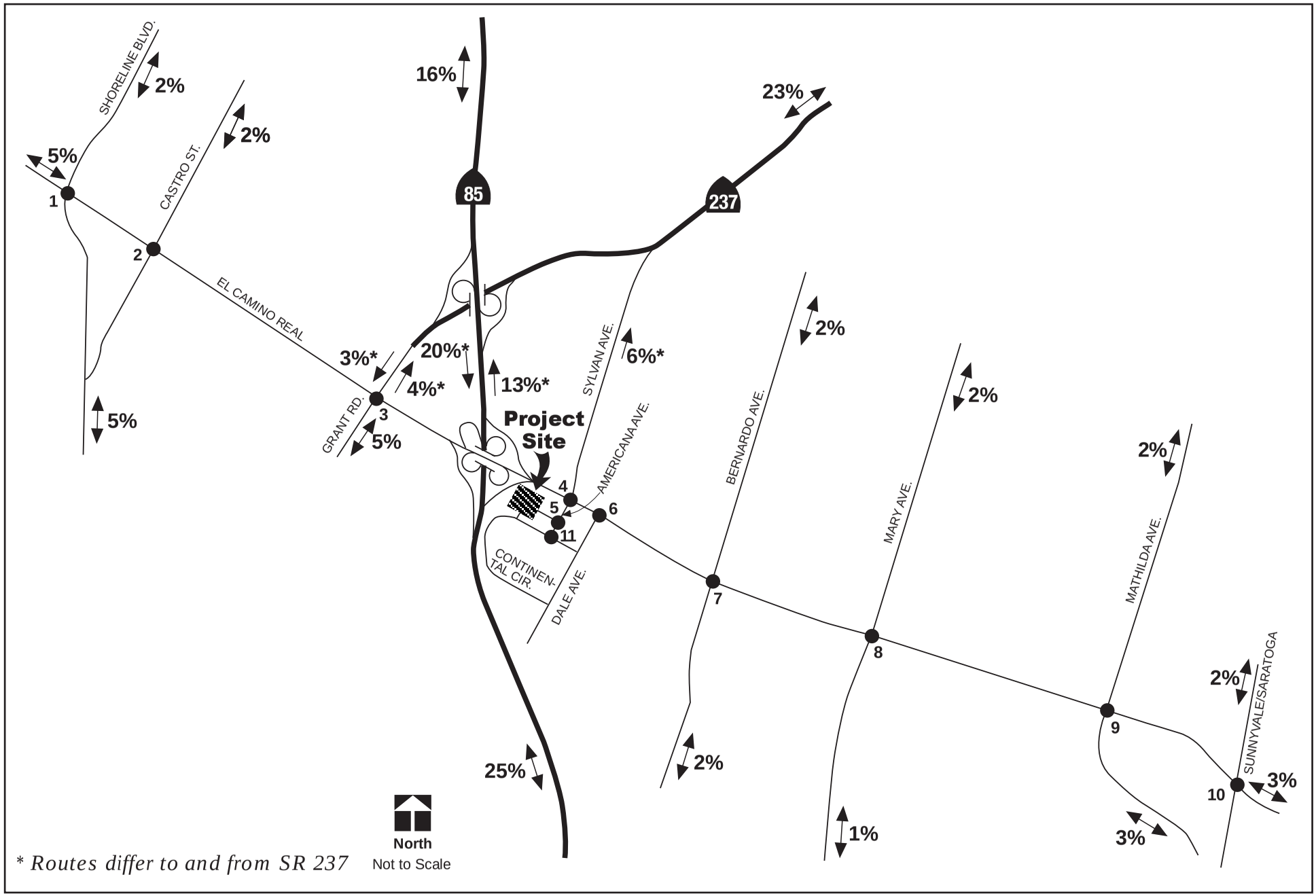
MOB[1] = Medical Office Building.
Ksf = kilo square feet.
Trip generation for the P.M. peak-hour only with an in/out split of 43:57 instead of 27:73 provided in ITE 6th edition.

Project Trip Distribution and Assignment

Trip distribution assumptions for the proposed project were developed based on existing travel patterns, knowledge of the study area and the input from the City staff. Also, zip code data for both the employees and patients pertaining to Camino Medical Group (CMG)/Palo Alto Medical Foundation (PAMF) were used for deriving the trip distribution assumptions. The traffic from the proposed project is expected to travel to and from the site according to the distribution assumptions shown on Figure 4. Project trips added at the study intersections are shown on Figure 5.

Nine percent of the total project trips are assumed to use the propose driveway on Continental Circle. This assumption was based on the location and distribution of patient and employee parking, a requirement that employees use the main project driveway on The Americana, and the distribution of services within the facility (high turn over clinics will be located on the second and third levels of the facility and low turn over activities will be locate on the first floor). Also, the design and layout of the lower level of the parking structure will direct patients to the ramps that lead to the main driveway on The Americana. Therefore, the great majority of the project traffic (91 percent) is expected to use the main driveway on The Americana with the remaining nine percent using the Continental Circle driveway. A detailed analysis of how this nine percent figure was derived is described in a memo dated April 29, 2004 and prepared by Fehr and Peers Transportation Consultants.

Twenty five percent of the project trips to/from the east of El Camino Real is assumed to use Continental Circle and Dale Avenue to access the project site. Eighty percent of these trips using this path (Continental Circle-Dale Avenue-El Camino Real) are expected to originate from the project



City of Mountain View
Palo Alto Medical Foundation (PAMF)

Project Trip Distribution Assumptions

Figure
4

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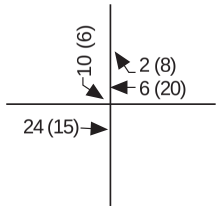
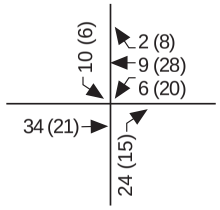
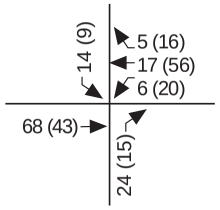
Intersection #1
El Camino/Shoreline



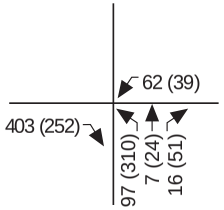
Intersection #2
El Camino/Castro



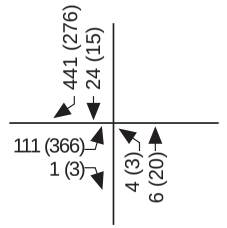
Intersection #3
El Camino/Grant



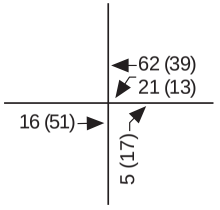
Intersection #4
El Camino/Sylvan



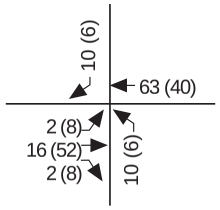
Intersection #5
The Americana/Project Driveway



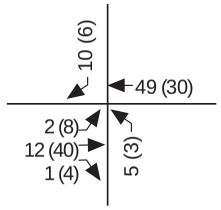
Intersection #6
El Camino/Dale



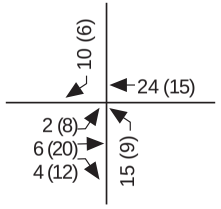
Intersection #7
El Camino/Bernardo



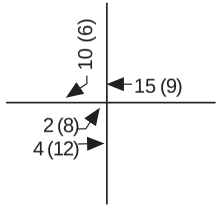
Intersection #8
El Camino/Mary



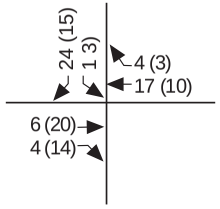
Intersection #9
El Camino/Mathilda

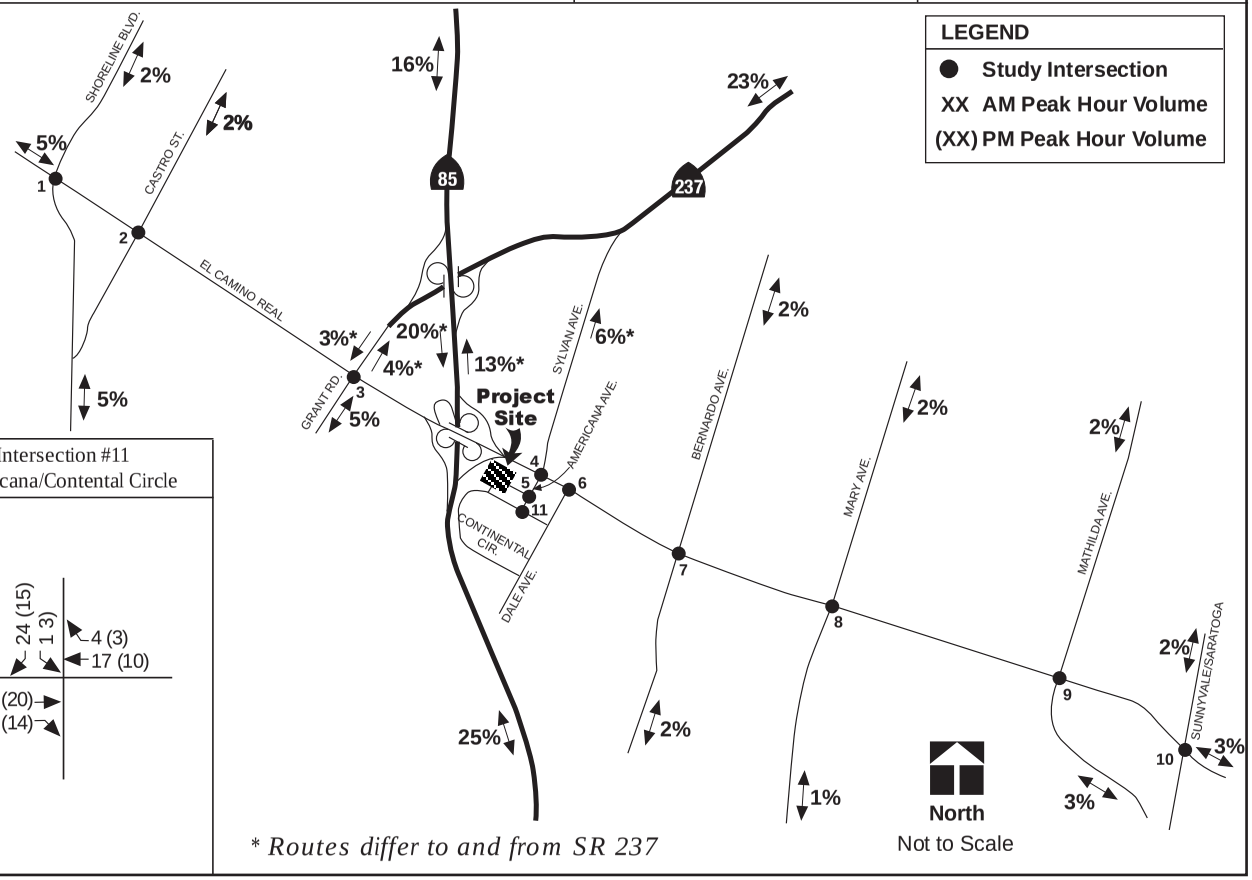


Intersection #10
El Camino/Sunnyvale/Saratoga



Intersection #11
Americana/Contental Circle





City of Mountain View
Palo Alto Medical Foundation (PAMF)

Project Trip Assignment

Figure
5

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driveway on Continental Circle and the remaining twenty percent from the project driveway on The Americana.

Level of Service Analysis (Existing plus Project Conditions)

Figure 6 illustrates the Existing plus Project turning movement volumes and Table IV summarizes the results of the intersection analysis. The detailed LOS calculations are contained in Appendix C.

Under Existing plus Project Conditions, all the study intersections are expected to operate acceptably during both the a.m. and p.m. peak hours. The intersection of Americana/PAMF driveway (currently four-way stop controlled) was assumed to be signalized due to the project sponsor's commitment to signalize it as part of the project.

A new signal at the project driveway should be coordinated with the existing signal at El Camino Real/The Americana/Sylvan Avenue to minimize the queue between these closely spaced intersections. Also, the City should consider replacing the north-south split phase operation on The Americana/Sylvan Avenue at El Camino Real to protected left turn phasing with more green time allocated to the northbound left turn movement (which is expected to be mostly project traffic). Such a signal phasing change would require that the northbound approach on The Americana be restriped from one left, one shared left/through, and one shared through/right lane to two left lanes and one shared through/right lane. Having one fewer northbound lane that directs traffic onto Sylvan Avenue may encourage northbound drivers to turn left onto westbound El Camino Real and turn right onto SR 85 (instead of going north on Sylvan Avenue to access SR 237).

TABLE IV: INTERSECTION LOS - EXISTING PLUS PROJECT CONDITIONS

Intersection	*Control*	*AM Peak Hour*		*PM Peak Hour*	
		Average Delay[1]	*LOS*	*Average Delay[1]*	*LOS*
Shoreline Blvd./El Camino Real*	Signal	36.5	D+	33.1	C-
Castro St./El Camino Real*	Signal	29.1	C	35.5	D+
Grant Rd./SR-237/El Camino Real*	Signal	46.4	D	49.2	D
Sylvan/The Americana/el Camino Real	Signal	31.2	C	31.3	C
Americana/PAMF/Albertson's Dwy.	All-Way Stop	13.9	B	17.2	C
Dale Ave./El Camino Real	Two-Way stop	0.5 (12.4)	A (B)	1.4 (16.3)	A (C)
Bernardo Ave./El Camino Real	Signal	36.2	D+	35.8	D+
Mary Ave./El Camino Real*	Signal	36.6	D+	45.1	D
Mathilda Ave./El Camino Real*	Signal	38.3	D+	39.8	D
Sunnyvale/Saratoga/El Camino Real	Signal	29.7	C	31.5	C
Americana/Continental Circle	All-Way Stop	9.1	A	8.1	A

Notes: LOS = Level of service. [1] Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.
X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).
* denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better.

Freeway Segment Levels of Service

According to CMP guidelines, freeway segments where a proposed development is expected to add trips equal to or greater than one percent of the freeway segment's capacity must be evaluated. Segments of SR-85 and SR-237 were reviewed to evaluate the expected impact of project traffic. A capacity of 2,300 vehicles per hour per lane (vphpl) is used where there are three or more lanes, including High Occupancy Vehicle (HOV) lanes, in one direction. When there are less than three lanes, a capacity of 2,200 vphpl is used. CMP guidelines require that mixed-flow lanes and HOV lanes be analyzed separately. For the purpose of this analysis, it was assumed that the project trips using the HOV lanes would be similar to the proportion to existing use of HOV lanes, with project use of HOV lanes assumed to be no more than 15 percent.

The results of the freeway analysis (conducted as per VTA's guidelines) indicate that the following segments currently operate at an unacceptable LOS F:

- Northbound SR 85, I-280 to Homestead mixed-flow lanes (a.m. peak hour only)
- Northbound SR 85, Homestead to Fremont mixed-flow and HOV lanes (a.m. peak hour only)
- Northbound SR 85, Fremont to El Camino Real mixed-flow and HOV lanes (a.m. peak hour only)
- Northbound SR 85, Central Expressway to US 101 mixed-flow and HOV lanes (a.m. peak hour only)
- Southbound SR 85, Fremont to Homestead mixed-flow lanes (p.m. peak hour only)
- Southbound SR 85, El Camino Real to Fremont mixed-flow lanes (p.m. peak hour only)
- Southbound SR 85, SR 237 to El Camino Real mixed-flow lanes (p.m. peak hour only)
- Southbound SR 85, Central Expressway to SR 237 mixed-flow lanes (p.m. peak hour only)
- Eastbound SR 237, SR 85 to Central Expressway (a.m. peak hour only)
- Westbound SR 237, SR 85 to El Camino Real (p.m. peak hour only)
- Westbound SR 237, Central Expressway to SR 85 (p.m. peak hour only)
- Westbound SR 237, Maude Avenue to Central Expressway (p.m. peak hour only)

Project Impact on Freeway Segments

The CMP defines a project as having a significant impact on a freeway segment if 1) the addition of project traffic causes the operating level of a freeway segment to deteriorate from LOS E or better under Existing Conditions to LOS F or 2) the number of new trips added to a segment already operating at LOS F under Existing Conditions is more than one percent of the freeway segment capacity. The results of the freeway segment analysis indicate that the proposed project would have a significant impact on the following freeway segments:

- Northbound SR 85, I-280 to Homestead mixed-flow lanes (a.m. peak hour only)
- Northbound SR 85, Homestead to Fremont mixed-flow lanes (a.m. peak hour only)
- Northbound SR 85, Fremont to El Camino Real mixed-flow lanes (a.m. peak hour only)
- Southbound SR 85, SR 237 to El Camino Real mixed-flow lanes (p.m. peak hour only)
- Southbound SR 85, El Camino Real to Fremont mixed-flow lanes (p.m. peak hour only)
- Southbound SR 85, Fremont to Homestead mixed-flow lanes (p.m. peak hour only)
- Westbound SR 237, Maude Avenue to Central Expressway mixed-flow lanes (p.m. peak hour only)
- Westbound SR 237, Central expressway to SR 85 mixed-flow lanes (p.m. peak hour only)

According to the CMP TIA guidelines, if a project causes a transportation impact that cannot be reduced to a less-than-significant level, the Lead Agency (the City of Mountain View) must implement, or require the project's sponsor to implement, the "Countywide Deficiency Plan

Immediate Actions" list in Appendix D as part of the project's approval. However, the implementation of these measures is not expected to fully mitigate the project's impact on the freeway segments. Tables V and VI summarize the project freeway segment analysis. The detailed calculation spreadsheets are presented in Appendix D.

TABLE V: PROJECT FREEWAY SEGMENT ANALYSIS (A.M. PEAK HOUR)

Facility	Dir	From	To	Project LOS		% Traffic Added		Impact	
				Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 85	**NB**	**I-280**	**Homestead**	**F**	C	**2.3%**	1.0%	**Yes**	No
SR 85	**NB**	**Homestead**	**Fremont**	**F**	F	**2.3%**	1.0%	**Yes**	No
SR 85	**NB**	**Fremont**	**El Camino Real**	**F**	F	**2.3%**	1.0%	**Yes**	No
SR 85	NB	El Camino Real	SR 237	E	D	0.6%	0.3%	No	No
SR 85	NB	SR 237	Central Expwy	D	C	0.4%	0.2%	No	No
SR 85	NB	Central Expwy	US 101	F	F	0.4%	0.2%	No	No
SR 85	SB	US 101	Central Expwy	C	A	1.4%	0.7%	No	No
SR 85	SB	Central Expwy	SR 237	C	A	1.4%	0.7%	No	No
SR 85	SB	SR 237	El Camino Real	D	A	3.2%	1.5%	No	No
SR 85	SB	El Camino Real	Fremont	D	A	0.6%	0.3%	No	No
SR 85	SB	Fremont	Homestead	D	B	0.6%	0.3%	No	No
SR 85	SB	Homestead	I-280	C	A	0.6%	0.3%	No	No
SR 237	WB	US 101	Maude Ave	C	N/A	2.5%	N/A	No	N/A
SR 237	WB	Maude Ave	Central Expwy	B	N/A	2.5%	N/A	No	N/A
SR 237	WB	Central Expwy	SR 85	D	N/A	2.5%	N/A	No	N/A
SR 237	WB	SR 85	El Camino Real	C	N/A	0.3%	N/A	No	N/A
SR 237	EB	El Camino Real	SR 85	D	N/A	0.1%	N/A	No	N/A
SR 237	EB	SR 85	Central Expwy	F	N/A	0.6%	N/A	No	N/A
SR 237	EB	Central Expwy	Maude Ave	D	N/A	0.6%	N/A	No	N/A
SR 237	EB	Maude Ave	US 101	E	N/A	0.6%	N/A	No	N/A

Notes: Project density calculated as per VTA guidelines. HOV percentage assumed to be the same as existing percentage of HOV on each segment. For segments where HOV percentage was greater than 15%, 15% project traffic was assumed in the HOV lanes.
% Traffic added was calculated by dividing the number of project trips by the corresponding segment's capacity as per VTA guidelines.
Impacted segments are shown in **bold**.

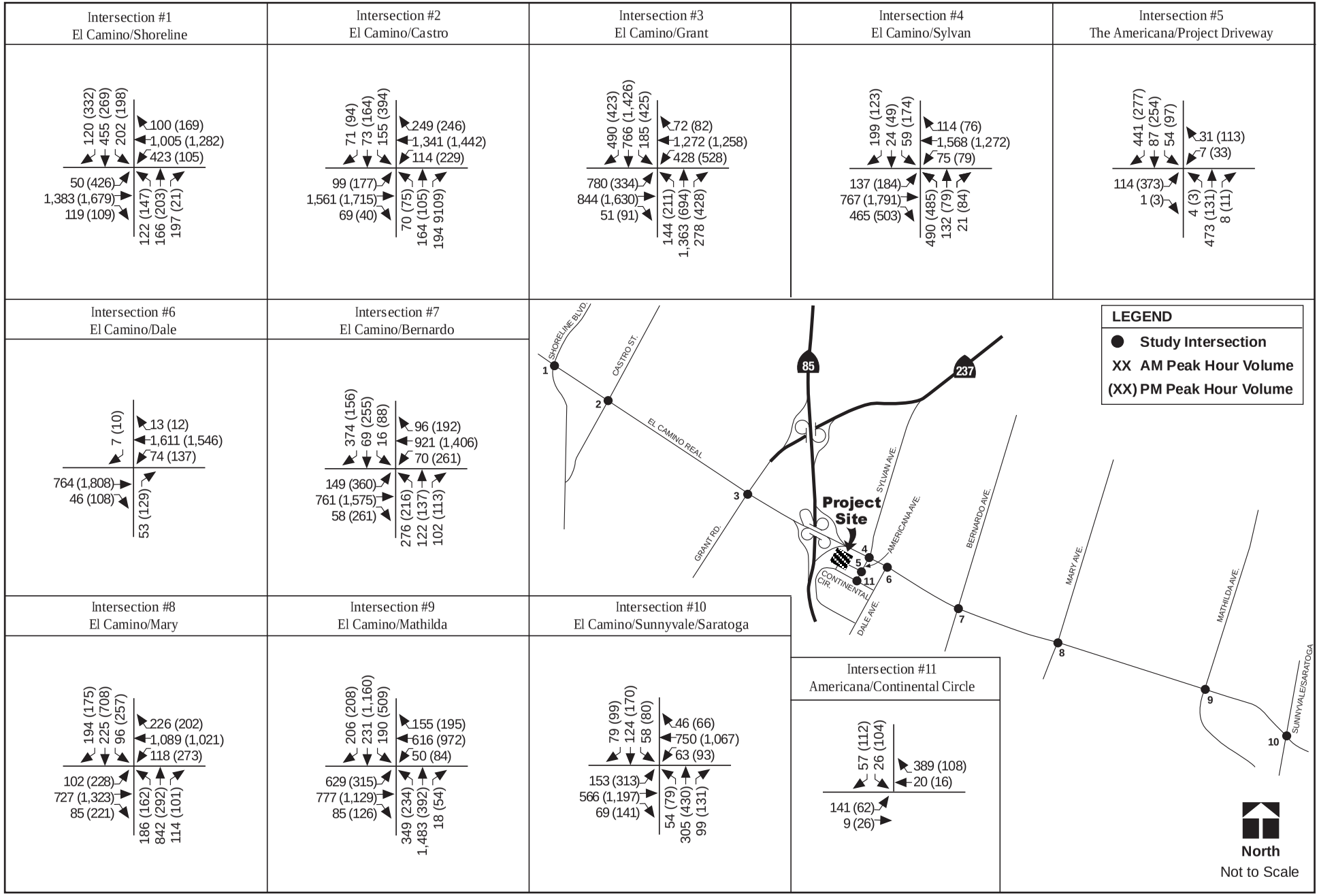
TABLE VI: PROJECT FREEWAY SEGMENT ANALYSIS (P.M. PEAK HOUR)

Facility	Dir	From	To	Project LOS		% Traffic Added		Impact	
				Mixed	HOV	Mixed	HOV	Mixed	HOV
SR 85	NB	I-280	Homestead	B	A	1.4%	0.6%	No	No
SR 85	NB	Homestead	Fremont	D	B	1.4%	0.6%	No	No
SR 85	NB	Fremont	El Camino Real	D	A	1.4%	0.6%	No	No
SR 85	NB	El Camino Real	SR 237	C	A	2.2%	1.0%	No	No
SR 85	NB	SR 237	Central Expwy	C	C	1.2%	0.5%	No	No
SR 85	NB	Central Expwy	US 101	C	B	1.2%	0.5%	No	No
SR 85	SB	US 101	Central Expwy	D	B	0.9%	0.4%	No	No
SR 85	SB	Central Expwy	SR 237	F	C	0.9%	0.4%	No	No
SR 85	**SB**	**SR 237**	**El Camino Real**	**F**	C	**2.0%**	0.9%	**Yes**	No
SR 85	**SB**	**El Camino Real**	**Fremont**	**F**	D	**1.9%**	0.8%	**Yes**	No
SR 85	**SB**	**Fremont**	**Homestead**	**F**	D	**1.9%**	0.8%	**Yes**	No
SR 85	SB	Homestead	I-280	D	C	1.9%	0.8%	No	No
SR 237	WB	US 101	Maude Ave	D	N/A	1.6%	N/A	No	N/A
SR 237	WB	Maude Ave	Central Expwy	**F**	N/A	**1.6%**	N/A	**Yes**	N/A
SR 237	WB	Central Expwy	SR 85	**F**	N/A	**1.6%**	N/A	**Yes**	N/A
SR 237	WB	SR 85	El Camino Real	F	N/A	0.2%	N/A	No	N/A
SR 237	EB	El Camino Real	SR 85	C	N/A	0.4%	N/A	No	N/A
SR 237	EB	SR 85	Central Expwy	C	N/A	2.1%	N/A	No	N/A
SR 237	EB	Central Expwy	Maude Ave	C	N/A	2.1%	N/A	No	N/A
SR 237	EB	Maude Ave	US 101	C	N/A	2.1%	N/A	No	N/A

Notes: Project density calculated as per VTA guidelines. HOV percentage assumed to be the same as existing percentage of HOV on each segment. For segments where HOV percentage was greater than 15%, 15% project traffic was assumed in the HOV lanes.
% Traffic added was calculated by dividing the number of project trips by the corresponding segment's as per VTA guidelines.
Impacted segments are shown in **bold**.

Project Impact on Continental Circle

As mentioned above, approximately nine percent of the total project trips are expected to use the proposed driveway on Continental Circle. Therefore, the project is expected to generate approximately 813 (= 9,033 x 0.09) on the segment of Continental Circle between the driveway and The Americana. Although this roadway segment may be considered impacted because 813 project trips exceed the 500-vehicle trips threshold for residential collectors, there is plenty of capacity to accommodate these project trips. A previously stated, the average daily traffic (ADT) on Continental Circle west of The Americana is approximately 2,750 vehicles per day (vpd) on a weekday. Therefore, with the addition of project traffic, the ADT on this portion of Continental Circle is expected to be approximately 3,563 (=2,750+813). An ADT of 3,563 is well below the design ADT of 10,000 vpd that is often used for two-lane residential collectors. Furthermore, the intersection LOS analysis indicates that the Continental Circle/The Americana intersection is expected to continue to operate at LOS A during both the a.m. and p.m. peak hours even with the project.



City of Mountain View
Palo Alto Medical Foundation (PAMF)

Existing + Project Peak Hour Turning Movement Volumes

Figure 6

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CUMULATIVE CONDITIONS

This Scenario is similar to the Existing Conditions, but with the addition of traffic from the approved developments within the site vicinity in the near future. To obtain the cumulative volumes for this scenario, Year 2003/2004 traffic volumes plus the traffic from the approved developments in the vicinity of the proposed project were assumed to grow at a rate of two percent per year. This annual growth rate yielded a growth factor of 1.06 for three years, and thus the cumulative volumes were estimated by multiplying the existing plus approved volumes by 1.06. Approved projects consist of developments that are either under construction, are built but not fully occupied, or that are not built but have final development approval from the City. The following is a list of approved projects obtained from the City of Mountain View and City of Sunnyvale that was used to forecast the cumulative volumes:

- Day Care Center in the City of Mountain View (11.22 Ksf, 192 students)
- Allison BMW Service Center in the City of Mountain View (31.05 Ksf)
- Medical Office Building in the City of Mountain View (40.48 Ksf)
- Mary/Iowa Single-family in the City of Sunnyvale (34 du)
- Mary Manor Single-family housing in the City of Sunnyvale (33 du)
- Menlo Equities Research & Development building in the City of Sunnyvale (984.98 Ksf)
- Bud Kobsa Office building in the City of Sunnyvale (66.59 Ksf)

Level of Service Analysis (Cumulative)

Figure 6 illustrates the Cumulative turning movement volumes. The results of the LOS analysis are summarized in Table VII and detailed calculations are provided in Appendix E. Under this scenario, all the study intersections are expected to operate acceptably during both the a.m. and p.m. peak hours. The intersection of Grant Road/SR 237/El Camino Real is expected to operate at LOS E+ during both the a.m. and p.m. peak hours. No mitigation is required for this intersection as it is a CMP-designated intersection with the minimal acceptable level of service being LOS E or better.

TABLE VII: INTERSECTION LOS - CUMULATIVE CONDITIONS

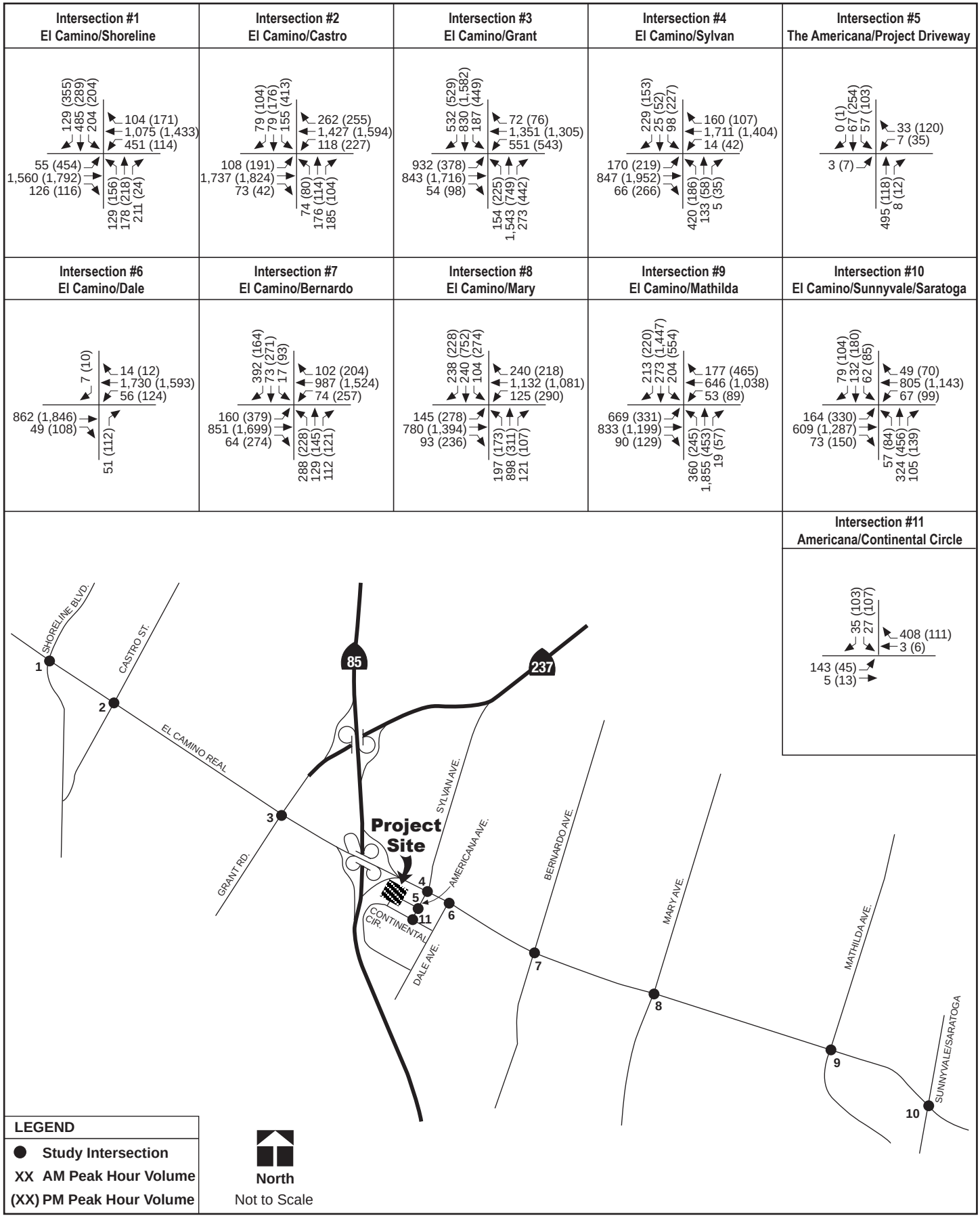
Intersection	*Control*	*AM Peak Hour*		*PM Peak Hour*	
		Average Delay[1]	*LOS*	*Average Delay[1]*	*LOS*
Shoreline Blvd./El Camino Real*	Signal	39.0	D	34.4	C-
Castro St./El Camino Real*	Signal	28.9	C	36.8	D+
Grant Rd./SR-237/El Camino Real*	Signal	57.2	E+	55.3	E+
Sylvan/The Americana/el Camino Real	Signal	32.2	C-	27.3	C
The Americana/PAMF/Albertson's Dwy.	All-Way Stop	9.5	A	9.2	A
Dale Ave./El Camino Real	Two-Way stop	0.4 (12.9)	A (B)	1.3 (16.0)	A (C)
Bernardo Ave./El Camino Real	Signal	36.8	D+	36.7	D+
Mary Ave./El Camino Real*	Signal	38.6	D+	50.0	D
Mathilda Ave./El Camino Real*	Signal	40.3	D+	39.2	D
Sunnyvale/Saratoga/El Camino Real	Signal	29.8	C	31.8	C
Americana/Continental Circle	All-Way Stop	9.0	A	8.0	A

Notes: LOS = Level of service. [1] Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.

X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).

* denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better.

Unacceptable operations and the corresponding mitigations are highlighted in bold.



City of Mountain View
Palo Alto Medical Foundation (PAMF)

Cumulative Peak Hour Turning Movement Volumes

Figure 7

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CUMULATIVE PLUS PROJECT CONDITIONS

This scenario is identical to Cumulative scenario with the addition of traffic from the proposed PAMF medical office building.

Level of Service Analysis (Cumulative plus Project Conditions)

Figure 7 shows the forecasted turning movement volumes for the Cumulative plus Project scenario. Table VIII summarizes the results of the LOS analysis. The detailed LOS calculations are contained in Appendix F. Under Cumulative plus Project Conditions, all study intersections are expected to operate at acceptable service levels during both the a.m. and p.m. peak hours.

TABLE VIII: INTERSECTION LOS - CUMULATIVE PLUS PROJECT CONDITIONS

Intersection	*Control*	*AM Peak Hour*		*PM Peak Hour*	
		Average Delay[1]	*LOS*	*Average Delay[1]*	*LOS*
Shoreline Blvd./El Camino Real*	Signal	39.4	D	34.5	C-
Castro St./El Camino Real*	Signal	29.2	C	37.3	D+
Grant Rd./SR-237/El Camino Real*	Signal	58.3	E+	58.4	E+
Sylvan/The Americana/el Camino Real	Signal	33.3	C-	33.9	C-
Americana/PAMF/Albertson's Dwy.	All-Way Stop	14.2	B	17.6	C
Dale Ave./El Camino Real	Two-Way stop	0.5 (13.1)	A (B)	1.5 (17.0)	A (C)
Bernardo Ave./El Camino Real	Signal	37.0	D+	37.1	D+
Mary Ave./El Camino Real*	Signal	38.7	D+	51.0	D-
Mathilda Ave./El Camino Real*	Signal	40.5	D	39.5	D
Sunnyvale/Saratoga/El Camino Real	Signal	29.8	C	31.9	C
Americana/Continental Circle	All-Way Stop	9.4	A	8.2	A

Notes: LOS = Level of service. [1] Average control delay per vehicle for signalized intersections using 2000 HCM method, with adjusted saturation flow rates reflecting Santa Clara County VTA guidelines.
X.X (X.X) = Overall Intersection Delay or LOS (Minor Movements Delay or LOS).
* denotes CMP monitored intersection with a minimal acceptable level of service, LOS E or better.

Existing Pedestrian and Bicycle Facilities

Pedestrian sidewalks are located on both sides of El Camino Real and The Americana in the vicinity of the project site. Pedestrian crosswalks are provided at the intersections of El Camino Real/The Americana and the proposed PAMF Driveway/The Americana.

Bicycle lanes are provided on the following facilities in the vicinity of the project site:

- Sylvan Avenue, north of El Camino Real
- Bernardo Avenue, south of El Camino Real
- Phyllis Avenue, south of El Camino Real
- Pastoria Avenue, north of El Camino Real
- Grant Road
- Shoreline Boulevard
- Mathilda Avenue, south of El Camino Real

Bicycle routes are provided on the following facilities in the vicinity of the project site:

- Dale Avenue between Continental Circle and Heatherstone Avenue
- The Americana
- Continental Circle, between The Americana and Dale Avenue
- Castro Street
- Mary Avenue
- Mathilda Avenue, north of El Camino Real

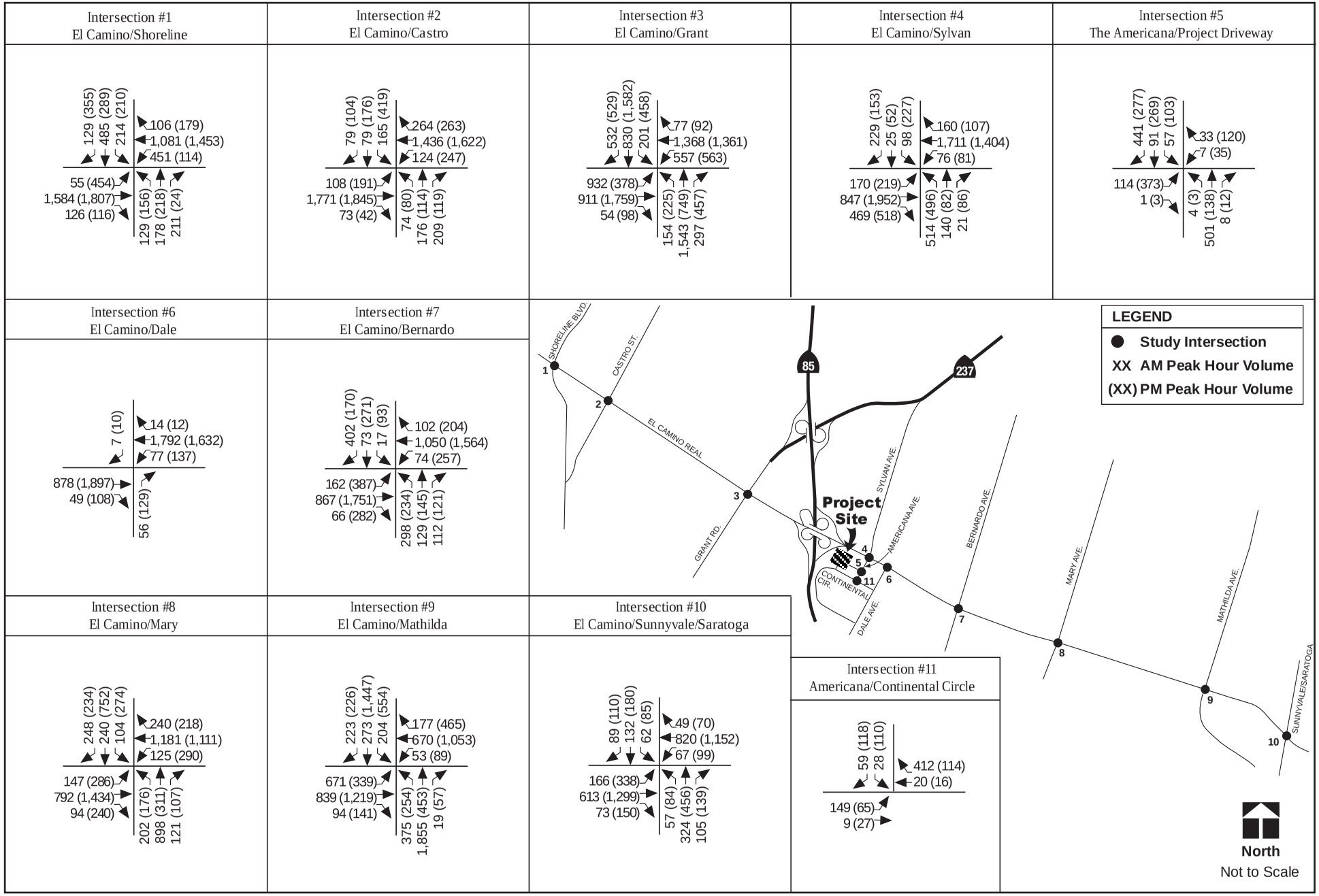
Site Access and Internal Circulation

Access to the project site will be accommodated via two driveways one each on The Americana and Continental Circle. The driveway on The Americana will form the west leg of the existing Albertson's driveway/The Americana intersection, which is currently a four-way stop-controlled intersection. The project sponsor has committed to signalizing this intersection.

Pedestrian access to the project site will be accommodated via sidewalks along The Americana, and El Camino Real. Bicycles accessing the project site are expected to share the road with vehicles on The Americana.

Parking Requirements

Our understanding is that the City of Mountain View's City Code requires one parking space for each 225 square feet of gross floor area of Medical Office Building. Based on the City's parking requirements, the proposed project proposes to provide approximately 1,111 parking spaces to serve the PAMF medical office building. The City may also require the proposed project to provide approximately 22 bicycle parking spaces with secure bicycle racks or bicycle lockers which could be a combination of Class I, Class II, and Class III bicycle parking facilities.



City of Mountain View
Palo Alto Medical Foundation (PAMF)

Cumulative + Project Peak Hour Turning Movement Volumes

Figure
8

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CONCLUSIONS

In summary, TJKM has reached the following conclusions regarding the proposed Palo Alto Medical foundation traffic impact study in the City of Mountain View:

- Under Existing Conditions, all study intersections operate at acceptable service levels (LOS D or better for City intersections and LOS E or better for CMP intersections) during both the a.m. and p.m. peak hours.

- The proposed Palo Alto Medical Foundation (PAMF) medical office building based on ITE trip generation rates (Alternative 1) is expected to generate approximately 9,033 daily trips in the vicinity of the project site, with 608 trips occurring during the a.m. peak hour and 707 trips occurring during the p.m. peak hour.

- Under Existing plus Project Conditions, all the study intersections are expected to operate acceptably during both the a.m. and p.m. peak hours. A new signal at the project driveway should be coordinated with the existing signal at El Camino Real/The Americana/Sylvan to minimize the queue between these closely spaced intersections.

- The results of the freeway segment analysis indicate that the proposed project would have a significant impact on the following freeway segments:

    - Northbound SR 85, I-280 to Homestead mixed-flow lanes (a.m. peak hour only).
    - Northbound SR 85, Homestead to Fremont mixed-flow lanes (a.m. peak hour only).
    - Northbound SR 85, Fremont to El Camino Real mixed-flow lanes (a.m. peak hour only).
    - Southbound SR 85, SR 237 to El Camino Real mixed-flow lanes (p.m. peak hour only).
    - Southbound SR 85, El Camino Real to Fremont mixed-flow lanes (p.m. peak hour only).
    - Southbound SR 85, Fremont to Homestead mixed-flow lanes (p.m. peak hour only).
    - Westbound SR 237, Maude Avenue to Central Expressway mixed-flow lanes (p.m. peak hour only).
    - Westbound SR 237, Central expressway to SR 85 mixed-flow lanes (p.m. peak hour only).

- The project is expected to implement transportation demand management (TDM) measures from the CMP Deficiency Plan Guidelines Immediate Implementation Action List. However, these measures are not expected to fully mitigate the project's impact on the freeway segments.

- Under Cumulative Conditions, all the study intersections are expected to operate acceptably during both the a.m. and p.m. peak hours.

- Under Cumulative plus Project Conditions, all study intersections are expected to operate at acceptable service levels during both the a.m. and p.m. peak hours.

- There is plenty of capacity on Continental Circle to accommodate the increase in traffic generated by the project.

- Based on the City's parking requirements, the project proposes to provide 1,111 vehicle parking spaces and 22 bicycle parking spaces to serve the medical office building.

STUDY PARTICIPANTS AND REFERENCES

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APPENDIX A – LEVEL OF SERVICE ANALYSIS METHODOLOGY

APPENDIX B – LEVEL OF SERVICE WORKSHEETS-EXISTING CONDITIONS

APPENDIX C – LEVEL OF SERVICE WORKSHEETS: EXISTING PLUS PROJECT CONDITIONS

APPENDIX D – FREEWAY ANALYSIS

APPENDIX E – LEVEL OF SERVICE WORKSHEETS: CUMULATIVE CONDITIONS

APPENDIX F– LEVEL OF SERVICE WORKSHEETS: CUMULATIVE PLUS PROJECT CONDITIONS